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Contents

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COVER STORY

new suvs & trucks 2019-2020

GET YOUR SEARCH ON!

*Michael Cantu, Zach Gale, Stefan Ogbac,
and Collin Woodard*

34

Chevrolet Colorado

Base Price \$28,495-\$41,495 **Worthy Truck Pickup**
The base model won't see many changes, but as we've seen in the past, the 2016 Ram 1500 will have a few hardware off-road model come out above the 2500 in the lineup. Reportedly called the 292 Bison, this rock-climbing performance variant will rely built on the capabilities of the 2500's chassis. **2016 Ram 1500** 3.6-liter Pentastar V-6, 245-hp, 260-torque, 4x4, 3.90-axle ratio, 2.70-1st gear, 3.30-2nd gear, 3.90-3rd gear, 4.30-4th gear, 4.70-5th gear, 5.10-6th gear, 5.10-7th gear, 5.10-8th gear, 5.10-9th gear, 5.10-10th gear, 5.10-11th gear, 5.10-12th gear, 5.10-13th gear, 5.10-14th gear, 5.10-15th gear, 5.10-16th gear, 5.10-17th gear, 5.10-18th gear, 5.10-19th gear, 5.10-20th gear, 5.10-21st gear, 5.10-22nd gear, 5.10-23rd gear, 5.10-24th gear, 5.10-25th gear, 5.10-26th gear, 5.10-27th gear, 5.10-28th gear, 5.10-29th gear, 5.10-30th gear, 5.10-31st gear, 5.10-32nd gear, 5.10-33rd gear, 5.10-34th gear, 5.10-35th gear, 5.10-36th gear, 5.10-37th gear, 5.10-38th gear, 5.10-39th gear, 5.10-40th gear, 5.10-41st gear, 5.10-42nd gear, 5.10-43rd gear, 5.10-44th gear, 5.10-45th gear, 5.10-46th gear, 5.10-47th gear, 5.10-48th gear, 5.10-49th gear, 5.10-50th gear, 5.10-51st gear, 5.10-52nd gear, 5.10-53rd gear, 5.10-54th gear, 5.10-55th gear, 5.10-56th gear, 5.10-57th gear, 5.10-58th gear, 5.10-59th gear, 5.10-60th gear, 5.10-61st gear, 5.10-62nd gear, 5.10-63rd gear, 5.10-64th gear, 5.10-65th gear, 5.10-66th gear, 5.10-67th gear, 5.10-68th gear, 5.10-69th gear, 5.10-70th gear, 5.10-71st gear, 5.10-72nd gear, 5.10-73rd gear, 5.10-74th gear, 5.10-75th gear, 5.10-76th gear, 5.10-77th gear, 5.10-78th gear, 5.10-79th gear, 5.10-80th gear, 5.10-81st gear, 5.10-82nd gear, 5.10-83rd gear, 5.10-84th gear, 5.10-85th gear, 5.10-86th gear, 5.10-87th gear, 5.10-88th gear, 5.10-89th gear, 5.10-90th gear, 5.10-91st gear, 5.10-92nd gear, 5.10-93rd gear, 5.10-94th gear, 5.10-95th gear, 5.10-96th gear, 5.10-97th gear, 5.10-98th gear, 5.10-99th gear, 5.10-100th gear, 5.10-101st gear, 5.10-102nd gear, 5.10-103rd gear, 5.10-104th gear, 5.10-105th gear, 5.10-106th gear, 5.10-107th gear, 5.10-108th gear, 5.10-109th gear, 5.10-110th gear, 5.10-111th gear, 5.10-112th gear, 5.10-113th gear, 5.10-114th gear, 5.10-115th gear, 5.10-116th gear, 5.10-117th gear, 5.10-118th gear, 5.10-119th gear, 5.10-120th gear, 5.10-121st gear, 5.10-122nd gear, 5.10-123rd gear, 5.10-124th gear, 5.10-125th gear, 5.10-126th gear, 5.10-127th gear, 5.10-128th gear, 5.10-129th gear, 5.10-130th gear, 5.10-131st gear, 5.10-132nd gear, 5.10-133rd gear, 5.10-134th gear, 5.10-135th gear, 5.10-136th gear, 5.10-137th gear, 5.10-138th gear, 5.10-139th gear, 5.10-140th gear, 5.10-141st gear, 5.10-142nd gear, 5.10-143rd gear, 5.10-144th gear, 5.10-145th gear, 5.10-146th gear, 5.10-147th gear, 5.10-148th gear, 5.10-149th gear, 5.10-150th gear, 5.10-151st gear, 5.10-152nd gear, 5.10-153rd gear, 5.10-154th gear, 5.10-155th gear, 5.10-156th gear, 5.10-157th gear, 5.10-158th gear, 5.10-159th gear, 5.10-160th gear, 5.10-161st gear, 5.10-162nd gear, 5.10-163rd gear, 5.10-164th gear, 5.10-165th gear, 5.10-166th gear, 5.10-167th gear, 5.10-168th gear, 5.10-169th gear, 5.10-170th gear, 5.10-171st gear, 5.10-172nd gear, 5.10-173rd gear, 5.10-174th gear, 5.10-175th gear, 5.10-176th gear, 5.10-177th gear, 5.10-178th gear, 5.10-179th gear, 5.10-180th gear, 5.10-181st gear, 5.10-182nd gear, 5.10-183rd gear, 5.10-184th gear, 5.10-185th gear, 5.10-186th gear, 5.10-187th gear, 5.10-188th gear, 5.10-189th gear, 5.10-190th gear, 5.10-191st gear, 5.10-192nd gear, 5.10-193rd gear, 5.10-194th gear, 5.10-195th gear, 5.10-196th gear, 5.10-197th gear, 5.10-198th gear, 5.10-199th gear, 5.10-200th gear, 5.10-201st gear, 5.10-202nd gear, 5.10-203rd gear, 5.10-204th gear, 5.10-205th gear, 5.10-206th gear, 5.10-207th gear, 5.10-208th gear, 5.10-209th gear, 5.10-210th gear, 5.10-211st gear, 5.10-212nd gear, 5.10-213rd gear, 5.10-214th gear, 5.10-215th gear, 5.10-216th gear, 5.10-217th gear, 5.10-218th gear, 5.10-219th gear, 5.10-220th gear, 5.10-221st gear, 5.10-222nd gear, 5.10-223rd gear, 5.10-224th gear, 5.10-225th gear, 5.10-226th gear, 5.10-227th gear, 5.10-228th gear, 5.10-229th gear, 5.10-230th gear, 5.10-231st gear, 5.10-232nd gear, 5.10-233rd gear, 5.10-234th gear, 5.10-235th gear, 5.10-236th gear, 5.10-237th gear, 5.10-238th gear, 5.10-239th gear, 5.10-240th gear, 5.10-241st gear, 5.10-242nd gear, 5.10-243rd gear, 5.10-244th gear, 5.10-245th gear, 5.10-246th gear, 5.10-247th gear, 5.10-248th gear, 5.10-249th gear, 5.10-250th gear, 5.10-251st gear, 5.10-252nd gear, 5.10-253rd gear, 5.10-254th gear, 5.10-255th gear, 5.10-256th gear, 5.10-257th gear, 5.10-258th gear, 5.10-259th gear, 5.10-260th gear, 5.10-261st gear, 5.10-262nd gear, 5.10-263rd gear, 5.10-264th gear, 5.10-265th gear, 5.10-266th gear, 5.10-267th gear, 5.10-268th gear, 5.10-269th gear, 5.10-270th gear, 5.10-271st gear, 5.10-272nd gear, 5.10-273rd gear, 5.10-274th gear, 5.10-275th gear, 5.10-276th gear, 5.10-277th gear, 5.10-278th gear, 5.10-279th gear, 5.10-280th gear, 5.10-281st gear, 5.10-282nd gear, 5.10-283rd gear, 5.10-284th gear, 5.10-285th gear, 5.10-286th gear, 5.10-287th gear, 5.10-288th gear, 5.10-289th gear, 5.10-290th gear, 5.10-291st gear, 5.10-292nd gear, 5.10-293rd gear, 5.10-294th gear, 5.10-295th gear, 5.10-296th gear, 5.10-297th gear, 5.10-298th gear, 5.10-299th gear, 5.10-300th gear, 5.10-301st gear, 5.10-302nd gear, 5.10-303rd gear, 5.10-304th gear, 5.10-305th gear, 5.10-306th gear, 5.10-307th gear, 5.10-308th gear, 5.10-309th gear, 5.10-310th gear, 5.10-311st gear, 5.10-312nd gear, 5.10-313rd gear, 5.10-314th gear, 5.10-315th gear, 5.10-316th gear, 5.10-317th gear, 5.10-318th gear, 5.10-319th gear, 5.10-320th gear, 5.10-321st gear, 5.10-322nd gear, 5.10-323rd gear, 5.10-324th gear, 5.10-325th gear, 5.10-326th gear, 5.10-327th gear, 5.10-328th gear, 5.10-329th gear, 5.10-330th gear, 5.10-331st gear, 5.10-332nd gear, 5.10-333rd gear, 5.10-334th gear, 5.10-335th gear, 5.10-336

et Equinox

2014 The redesigned Equinox got smaller last year to fit the Blazer in the lineup and new roadies seem compact and midsize SUV. Chevrolet's latest system will come standard on the 2015 Equinox LTZ or S-Diablo touchscreen, depending on trim. In the outgoing system, Apple CarPlay and Android are standard across the Equinox lineup.

2 SEC • Turbo

et Silverado
 2019 3500-4500 **Body Type** Pickup
 A redesigned Silverado has more than 400 power-train options, ranging from a 1.5-liter four-cylinder to a 6.2-liter V8. The 2019 Silverado will be available from a stock truck to a luxury-oriented high-end, off-road version called the Trail Boss.

Base Engine 3.3, 285-hp/355-lb-ft V-6
Top Engine 2.7, 310-hp/348-lb-ft turbo I-4
 3.5, 305-hp/369-lb-ft V-6, 3.5, 400-hp/480-lb-ft V-6, 3.5, 395-hp/480-lb-ft "diesel" I-6
Drivetrain Front-engine, FWD/4WD/4WD, 4x4/4x4
Towing 1,000-10,000 lb
Basic Warranty 3 years/36,000 miles
Service NHTSA, 5 years.

See Ford F-150, 4

<p>et Silverado HD (28 905-960,895) Body Type Pickup Not much is expected to change for the 1/2-ton for new exterior colors and additional seats on lower trims. A redesigned truck should not, like the Silverado 1500, could be significantly</p>	<p>Base Engine 6.0L/260-hp/360-lb-ft V-8 Opt Engine 6.6L/445-hp/40-lb-ft V-8 Drivetrain Front-engine, 4WD/4x4, 6A</p>
---	--

the truck if regular
e options to rent

Safety NHTSA: 4 Stars
Inch-Depth 5-Year Recreated Value 90%

and a performer
on the Telenovela

MPH 0-60: 2.9 SEC • Hauls people and gear, and hauls ass on the road

Chevrolet Traverse

MINOR Redesigned last yr.

- **Upgrades** except for a roof rack on the 51gate on the Premier trim and silver roof rails on the Premier and High Country models as part of a \$140 tie Rod package. The new infotainment system comes with a 7.0- or 8.0-inch touchscreen depending on trim level. Apple CarPlay and Android Auto are standard on all models. **Also Consider** Toyota Highlander, Subaru Ascent, Volkswagen Atlas
- **MPH: 8.4-23 SEC • A class leader in size and space**

MODEL Be it car-based crossover or truck-based SUV, the segment is expected to be the most popular vehicle type in the hauler on the market for the 2019 model year.

TESTS & DRIVES

EVERY MAKE, EVERY MODEL Be it car-based crossover or truck-based SUV, we review every people hauler on the market for the 2019 model year.

62 **SUVOCABULARY** Terms you should know when shopping for a new rig. *Michael Cantu*

68 COMMERCIAL VEHICLES The unsung heroes.

Michael Cantu, Stefan Ogbac, and Collin Woodard

72 ALIENS EXIST

2018 Alfa Romeo Stelvio Q4 Quadrifoglio,
2018 Jeep Grand Cherokee Trackhawk,
2018 Land Rover Range Rover Sport SVR,
2018 Mercedes-AMG GLC 63 S 4Matic+ Coupe,
2017 Porsche Macan Turbo (Performance package)

One of these otherworldly SUVs is about to land at our Best Driver's Car competition. *Christian Seabaugh*

81 **ATTRACTIVE AND DYNAMIC** **2019 Audi Q8** Audi's new flagship gets the looks, space, and tech. *Miguel Cortina*

83 **RAGING BULL** 2019 Lamborghini Urus

The SUV for supercar drivers. *Angus MacKenzie*



Contents

MOTORTREND NEWSLETTER

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DEPARTMENTS

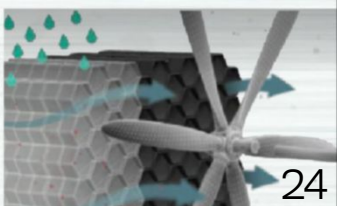
- 10 LOHDOWN** No Sergio, no Stelvio
- 12 TREND INTAKE** This month's hot metal
WE SAY Words from our editors
- 22 REFERENCE MARK**
The evolution and rise of the SUV
- 24 TECHNOLOGUE** A direct air capture
CO₂-to-gasoline scheme that works?
- 26 THEY SAY INTERVIEW** Fred Diaz, CEO,
Mitsubishi Motors North America
- 28 YOUR SAY** Our readers talk back
- 96 THE BIG PICTURE**
A globalized industry collides with
national politics



26



22



24

14 BLAZE OF GLORY The Blazer name re-emerges
with Chevrolet's new midsize crossover.

MOTORTREND      

GARAGE



ARRIVAL Ram 2500 Heavy Duty Power Wagon
UPDATES Honda CR-V AWD Touring, Honda CR-V LX,
Kia Stinger GT **VERDICTS** Hyundai Tucson,
Mercedes-Benz GLC300

86



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Executive Editor Mark Rechlin @markrechlin
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Technical

Technical Director Frank Markus @MT_Markus
Testing Director Kim Reynolds @MT_Reynolds
Road Test Editor Chris Walton
Associate Road Test Editor Erick Ayapana @Erkayapana

Art

Creative Director Alan Muir
Managing Art Director Mike Royer

Contributors

Correspondents Mike Connor, Randy Pobst,
Derek Powell, Gary Witzenburg
Photographers Wesley Allison, Brian Brantley,
Daniel Byrne, Jim Frenak, Evan Klein,
Julia LaPalme, James Lipman, Jessica Walker, Kevin Wing
Artists Paul Laguetta, David Kiss

Motor Trend Digital

Senior Production Editor Zach Gale @ZachGale
Associate Online Editors
Alex Nishimoto @MT_NishiMotor,
Erika Pizano, Kelly Pleskot,
Collin Woodard, Michael Cantu, Stefan Ogbac
Motor Trend en Español Miguel Cortina @CortinaMiguel
Director, Social Media Brandon Scarpelli
Social Media Manager Carol Ngo

Motor Trend Original Programming

VP/Executive Producer Mike Suggett
Creative Director Levi Rugg
Head of Post Production Duane Sempson
Director of Physical Production Brett Atkins
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Producers Michelle Turczyn, Luis Navarro
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Production Coordinators Melinda Graves
Associate Creative Directors Greg Colosimo, Jiro Ietaka
Writer/Host Fred Williams
Senior Director Dustin Gould
Director Bradford Alicea
Senior Editor Clint Stringfellow
Editors Kenneth Thompson, Mark Lessley
Lead Assistant Editor Brittany Whitesel
Assistant Editors Christian Taylor
Post Production Supervisor Matt Frank
Post Production Producers
Mary-Kate Fitzpatrick, Cynthia Hogan

Motor Trend Auto Shows

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Advertising

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Tel: (248) 594-5999 Matt Cornelius, Laurie Felton,
Bill Waldman
Los Angeles 831 S. Douglas St., El Segundo, Ca 90245
Tel: (310) 531-9900 Mark Dewey, Chuck Miller
Matt Smith, David O'Connell
Chicago & New York 1212 Avenue of the Americas,
18th Floor, New York, NY 10036
Tel: (718) 510-6513 Janet Catallo, Jim Keplesky

VP, Digital Media Jason Rice
Marketing Director Shawn Higgins
Advertising Operations Manager Monica Hernandez

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Edward Loh

No Sergio, No Stelvio



The first time it happened, I was hovering curbside—illegally—in the LAX arrivals area waiting for my betrothed to land. A backpacker sidled up alongside my passenger side on the diagonal. Our eyes met and she looked away—to the front of the car as she walked around it. I could see her brow furrow at the four-leaf clover on the fender and again when she saw the nose. Curiosity apparently satisfied, she wandered away.

It happened again minutes later, after I finished loading up the luggage. As the tailgate came down, I caught a guy on the curb staring before mouthing “Stelvio?” Yeah buddy, Quadrifoglio, in Misano blue with black 20-inch wheels.

On the way home, we stopped at Trader Joe’s. As we loaded up our groceries, a gentleman came around to say, “I just have to tell you, you have the most gorgeous car—really gorgeous,” before getting into his Infiniti FX45.

At my local surf spot the next morning, a father and son were loading boards into a rusty red FJ40 Toyota Land Cruiser parked next to the Stelvio. When I keyed the remote, the father looked up and asked what I thought about the Alfa. I told him what I tell you now: I’ve never had so many people show so much interest in an SUV.

And that was supposed to be it. To open our annual SUV and Truck Buyer’s Guide issue, I was going to noodle on



BACK IN THE U.S. Alfa Romeo’s return to America wasn’t smooth, but Giulia and Stelvio have now become pacesetters.

how far the crossover segment has come in such a short amount of time. Perhaps discuss how the current crop of sporty SUVs owe their existence to precursors like that FX45. And I figured I’d end by positing that our cover crossover, with its neck-breaking style and performance, may have captured lightning in an SUV-shaped bottle.

Then FCA CEO Sergio Marchionne fell gravely ill and died.

As you can divine from Detroit editor Alisa Priddle’s touching tribute on page 18, it’s hard to imagine how Alfa Romeo could have come back to America, or how this Quadrifoglio would have been built, without Marchionne’s leadership. No Sergio, no Stelvio.

I first met Marchionne in December 2012 when I had the honor of presenting the Ram truck team *Motor Trend’s* 2013 Truck of the Year award. For the occasion, Marchionne called an all-hands meeting at FCA’s headquarters in Auburn Hills, Michigan. I found out later this was only the second all-employee meeting

since his arrival in June of 2009 after Chrysler’s tumultuous bankruptcy. It was also the largest public speaking engagement of my life to that point, and I was nervous as hell. I learned that day that my fears were misplaced; I was there to present the best kind of news, and nobody cared if my jokes were bad or if my fly was down.

Much harder was what Marchionne and his lieutenants had to do to get FCA to that moment in time. It takes a special kind of leader to steer a company out of Chapter 11, fuse its culture with that of another multinational operation, all while keeping the rank and file motivated and charging in the right direction.

Marchionne wasn’t an easy guy to work for; stories of his temper, stratospheric expectations, and all-night, trans-Atlantic poker games are legend. But he could also be disarmingly candid and personable. I remember watching him work the last handful of journalists long after his Detroit auto show press conference had ended. These were local writers, mostly from small papers and outlets in FCA factory towns, yet he called out each journalist by name and pulled production numbers and financials without consulting notes. When he needed to disagree, during a press conference or earnings call, he did so without being disrespectful—or taking it to Twitter. I can think of industry execs and heads of state who could learn a lot from Marchionne’s style.

You may not agree with what has happened to all of the FCA brands under Marchionne’s leadership, but you cannot dispute that he brought Chrysler and Dodge back from the brink and helped Ram and Jeep flourish by challenging his most talented department heads to do their utmost. Thanks to acolytes Tim Kuniskis, Ralph Gilles, Reid Bigland, Steve Beahm, and Sergio’s successor Mike Manley, we are flush with Cherokees, Hellcats, Redeyes, Power Wagons, and Giulias—and have driverless Pacificas, hybrid Rams, and Jeep pickup trucks to look forward to.

And don’t forget all the attention you’ll get if you spring for a Stelvio. Thank you, Sergio. ■



WINNER Marchionne, with Fred Diaz, accepted our 2013 Truck of the Year award.



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TREND 10.18

INTAKE P12

THIS MONTH'S HOT METAL

WE SAY P22

WORDS FROM OUR EDITORS

THEY SAY P26 INTERVIEW**FRED DIAZ**, CEO, Mitsubishi Motors North America

2019 BMW 330i

The Ultimat3?

PROTOTYPE DRIVE

Our incessant bleating about BMW's lamentable deviation from its "ultimate driving machine" ethos appears to have at long last spurred some action. The niche M5 drives pretty ultimately, and now the chassis development team for the crucial G20-generation 3 Series sedan seems equally determined to return the iconic *Dreier* to the top of its highly competitive heap.

To shut us up once and for

all, a select few of the loudest complainers were invited to the Nürburgring for an intense day of public road and closed 'Ring driving of early 2.0-liter turbo prototype cars equipped with the M Sport package while there's still time to tune and tweak some of the final calibrations before the new 330i goes on sale early next year.

Every major chassis component is significantly revised—geometry, elastokinematics (bushings and bump stops, spring and damping rates,

and damper internals—and the body's torsional rigidity is improved by 25 percent locally, with the front and rear suspension-mounting areas stiffened by twice as much. An aluminum-intensive front body saves 120 pounds, improves the polar moment of inertia, and delivers a 50/50 weight distribution. The center of gravity on all 3 Series models drops by 0.4 inch, and the track widens by 1.2 inch.

The front struts feature new internal hydraulic rebound

stops that dramatically increase the damping force in both directions near the top of the travel, and the rear shocks include a similar function operating at the bottom end of travel. Base and sport suspensions share this technology with different damping rates.

The base steering rack uses a fixed ratio; sport suspensions get a rate that varies less noticeably at higher steering angles, and—hallelujah!—the utterly unpredictable and truly hateful Active Steering

YOUR SAY P28
READERS TALK BACK

BMW RETURNS TO ITS ROOTS WITH A RESPONSIVE 3 SERIES CHASSIS

system has been banished to a special circle of hell (at least for the G20).

Base cars are tuned slightly stiffer, with the sport suspension about 12 percent stiffer in this generation, meaning the gap between base and sport roughly doubles. Tire sizes are unchanged. Both base and sport models get four-piston front and two-piston rear fixed brake calipers, with everything upsized on sport models. The sport setup includes an electronically controlled limited-slip diff like the ones in M cars, but with two fewer clutch plates.

My first drive, with BMW steering guru Mischa Machmann riding shotgun, is in an electric power steering development prototype. As I steer through the twisty lanes, he taps away on a lap-top altering various parameters, like an optometrist working a refractor. "Do you like this one, or is this better?" I prefer his initial "comfort" calibration—light on center, natural effort buildup off center, and no artificial stiffness. Other effort levels and damping rate profiles all seem worse to me, though other journalists disagreed. Of course, none of his settings duplicates the feel and feedback of a Porsche Boxster or E39 5 Series because it's so darned hard for road forces to fight their way

past the torque of an electric motor twisting a second pinion on the steering rack to reach the steering wheel rim.

Next we set out on an hour-plus route combining twisty, hilly, and straight country roads with widely varying surfaces in cars representing the "worst case for ride"—sport suspension and lowest-profile run-flat tires. Body motion control is impeccable, and sharp impacts are absorbed with vintage BMW suppleness. The e-LSD axle can be felt helping dig the car out of the tightest corners when the throttle is open. In hairpin corners tight enough to vary the steering ratio, the effort and motion feel natural.

Not surprisingly, the new 3 feels at home on the Nürburgring. A pleasant surprise is how quickly this chassis makes a 'Ring virgin like myself feel comfortable probing eight- and nine-tenths of its limits and maintaining modest drifts. I eventually brake later and later in turns, though a bit of pedal pulsation manifests at the end of one long braking zone. The steering draws no attention to itself.

Afterward I struggle to find constructive feedback for the chassis team, but my to-do list is primarily directed at other 3 Series engineers: The



SHIFTY New automatic shifter has the P button on the front, manual gate to the left. Full interior unveiled in Paris this fall.

transmission's sport mode tuning needs work. The shift paddles and manual-gate shifter work great, but the upshift warning is too faint to get my attention. And the sound of the engine/exhaust at lower revs sounds too diesely. (The only engine info we received during this chassis-focused trip was that the 2.0-liter will gain about 7 hp and 37 lb-ft of torque.)

So will this be the ultimate-driving 3 Series? The essential elements seem to be here—provided Mischa doesn't act on those other journalists' steering recommendations and ruin his years of development work. **Frank Markus**



LOFTY GOAL The G20 team was tasked with making this new 3 Series the world's sportiest sedan.



Intake

UPSCALE BLAZER The new Blazer's center console has a glittery black gloss finish in the Premier trim.

FIRST LOOK

2019 Chevrolet Blazer



We knew it was coming. Chevrolet made the Equinox smaller, creating a midsize hole in the crossover lineup between it and the full-size Traverse. And talk of bringing back the Blazer name has been rampant for a while.

General Motors finally gave us our first look at the 2019 Chevrolet Blazer at an event in Atlanta, but unlike the Blazers of the past, this one is not a body-on-frame SUV or a two-door, nor does it have a removable roof. Instead, it rides on the same C1 architecture as other car-based crossovers, including the Cadillac XT5 and GMC Acadia, but with a wider

track to give it more character.

The five-passenger crossover comes in three trim levels, including the sportier and blacked-out RS and the more upscale Premier, both with optional 21-inch wheels instead of the standard 18s. Chevy tried to give each trim a distinct look with changes to the grilles and trim pieces.

The Blazer name, which dates back to 1969, has not been used since 2005, but the industry is going through a retro phase. Automakers save a ton on marketing when known names are repurposed, and they have shown they have no qualms about putting past names on

vehicles vastly different from their original namesakes.

"I don't think there will be pushback on the name," Alan Batey, president of GM North America and head of Global Chevrolet, said. In 2003 almost 70 percent of the midsize SUV segment was body-on-frame, but now more than 90 percent are unibody; that's what customers want. Chevy didn't want to get stuck on heritage. The Colorado is there for those wanting body-on-frame, he said.

The 2019 Blazer has little in common with its predecessor, but "the Blazer has attitude," John Cafaro, executive director of global Chevrolet design, said. The crossover has a high beltline, dual exhaust outlets, and an integrated tailgate spoiler. The lines are busy, especially the rear quarter panel with black trim sweeping up to the spoiler to create the appearance of a floating roof. Design chief Mike Simcoe said no old Blazer cues went into the design. The goal was to create the character of a Blazer with a

mix of boldness and sport.

Of the 17 competitors in the segment, most offer a third row. The Blazer will not, joining the Ford Edge, Nissan Murano, and Jeep Grand Cherokee.

The base engine is GM's 193-hp, 188-lb-ft 2.5-liter inline-four, and buyers can opt for a 3.6-liter V-6 that generates 305 hp and 269 lb-ft of torque. Both are mated to a nine-speed automatic and have stop-start technology.

Also optional is all-wheel drive, including a twin-clutch all-wheel-drive system on the RS and Premier trims. The Blazer can tow up to 4,500 pounds with the V-6. Opt for the Hitch View to accurately back the hitch up to the trailer.

Touches buyers can appreciate include a padded knee area, round air vents, and a panoramic dual-pane power sunroof. The heated steering wheel and heated/cooled front seats are automated, and the second row folds flat, slides 5.5 inches, and adjusts.

There is an electronically lockable glove box and a new cargo management system, standard on RS and Premier, with rails and cargo fences to keep gear in place. The liftgate is hands-free. An 8.0-inch touchscreen and 4G LTE Wi-Fi offer connectivity, and it's Apple CarPlay and Android Auto compatible. Outlets are well positioned above the wireless charging mat.

The Blazer goes on sale in early 2019, targeted at a younger buyer with an average household income of \$135,000. It will be built at the Ramos Arizpe plant in Mexico. Chevrolet's SUV lineup will now include, from smallest to largest: Trax, Equinox, Blazer, Traverse, and the truck-based Tahoe and Suburban.

Alisa Priddle



The All-New

Corolla Hatchback

From Formula Drift to Avenue A.

We took what we learned from Toyota Racing — the power slides, burnouts and banks of Formula Drift — and brought that knowledge to your daily drive. Corolla Hatchback's lower, wider profile drops the center of gravity for better handling around curves. With its 2.0L Dynamic Force Engine that yields 168 hp, you'll have the power you need to impress on your daily circuit. *Let's Go Places.*



TOYOTA

Prototype shown with options. Dramatization. Vehicle modified for Formula Drift competition. ©2018 Toyota Motor Sales, U.S.A., Inc.

Intake

SCREEN TIME Tesla is rethinking its touchscreen by enlisting the steering wheel's scroll buttons for wiper and cruise control operation.



Tesla Model 3 Dual Motor Performance

FIRST TASTE



Photos by William Walker



Ever the iconoclast, Tesla has never put a “Model 3” badge on the Model 3 (or even the word “Tesla”). You either know what this thing is or you don’t. But you’ll soon be able to spot its first high-performance variant by a simple underline beneath the two stark words “Dual Motor” on its rump.

Similar to the Dual Motor Long Range version, there’s a permanent magnet motor in back, joined by an induction motor in the nose—but the Performance version generates 450 hp and 471 lb-ft of torque.

Tesla’s acceleration claims (which we’ve repeatedly matched or beaten with other Tesla vehicles) state

the Model 3 Dual Motor Performance scats to 60 mph in 3.5 seconds. Meaning it’ll also scat away from the traction-limited and rear-drive BMW M3 Competition pack and Alfa Romeo Giulia Quadrifoglio we’ve tested, as well as the all-wheel-drive but less powerful Audi S4. In a tweet, Elon Musk suggested that tires even grippier than this car’s Michelin Pilot Sport 4S rubber (235/35 ZR20) might whittle this to an eye-watering 3.3—but also take a bite out of its 310-mile range.

A quick spin in the car around our traffic-crazy El Segundo digs didn’t allow us to confirm any of this (even yet, four of its seats were filled with adults). But for a brief moment, the dark traffic

DUAL MOTOR

UNDERLINED The stroke beneath “Dual Motor” signifies the Performance version.

clouds parted for a precious few seconds—enough, just enough—to get the idea.

“Hang on,” I told everybody, stamping the accelerator. Even with four aboard, the Model 3 DMP surged ahead so startlingly that it stopped conversation. It was a flourish more akin to swiping a navigation route with your finger on a phone than driving a car on the actual road.

Even though we’re talking about perhaps just 120 wheel revolutions—I’m going out on a limb here—the high-performance hierarchy has been hereby rattled. The European marques perennially atop the sport sedan podium are about to have trapdoors release beneath them. Although nothing has fundamentally changed with the car’s steering

or suspension (besides a CG-lowering 5–10mm drop in ride height), the dual motors, all-wheel drive, lighter Brembo, and, for the first time, in-house vehicle control software merge to give the compact Tesla a tensed, hair-trigger potency that’s pure jungle cat.

Speaking of software, Tesla’s all-in attitude regarding its controversial big-screen driver interface has backpedaled a bit. For instance, now a quick burst of windshield wiping is a depression of the left stalk (its screen-control actuator is now easier to engage, too); adjusting the adaptive cruise control can be done with dialing or laterally toggling the steering wheel’s right scroll wheel. There’s also evidence of Tesla responding to criticism elsewhere around the car, such as a remodeling of the rear seat shape.

Starting at \$65,000, even the \$5,000 Performance Upgrades package—a thin carbon-fiber rear lip, 20-inch wheels and tires, red Brembo brake calipers, and aluminum pedals—doesn’t give it the visual menace this car deserves. This is a highway assassin; roadway innocents crawling in the fast lane need a mercy heads-up that what’s approaching in their rearview mirror isn’t just another Model 3.

Kim Reynolds

SPECS Tesla Model 3 Dual Motor Performance

Base Price \$65,000*

Vehicle Layout F & R motors, AWD, 5-pass, 4-door sedan

Motors induct & perm magnet, 450 hp/471 lb-ft (comb)

Transmission 1-sp automatic

Curb Weight 4,100 lb (est)

Wheelbase 113.2 in

L x W x H 184.8 x 72.8 x 56.4 in (est)

0-60 MPH 3.5 sec (est)

EPA City/Hwy/Comb Fuel Econ

120/112/116 mpg-e

Energy Consumption, City/Hwy

28/30 kW-hr/100 miles

On Sale in U.S. September

*Before applicable tax rebates





MIKE CONNOR

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FCA is doubling down on Alfa Romeo.

Two sports cars and two SUVs will join the Giulia and Stelvio by 2022. The 8C will be a 700-plus-hp Acura NSX fighter with a mid-mounted twin-turbo engine driving the rear wheels and an electric motor driving the fronts. The GTV is a four-passenger coupe that will share its chassis structure and powertrains with the COTY-winning Giulia sedan. Top-spec QV versions will have all-wheel drive and more than 600 hp courtesy of a motor mounted between the engine and transmission. In terms of ensuring Alfa's long-term future, however, the two new SUVs—one smaller than the Stelvio, the other larger—are more important. The smaller SUV will be the size of a Jeep Compass and is likely to share its platform architecture, which means transverse-mounted engines. The larger will be built on the plus-sized Giorgio architecture shared with the next-gen Jeep Grand Cherokee. Both will be available with PHEV powertrains.

FCA is also scrambling to unlock the global potential of its most valuable brand, Jeep. The Jeep lineup will almost double in size, from six to 11 models, by 2022, covering every segment from compact urban crossover to full-size luxury SUV. The range will be bookended by the flagship Wagoneer, scheduled to arrive in 2020, and an all-new model that's even smaller than the Renegade. In between, the Grand Cherokee will be joined by a three-row variant—a key move, as that format accounts for 60 percent of sales in the segment. The long-awaited Jeep pickup, rumored to be called Scrambler, arrives in 2019. Jeep is also working on two crossover vehicles, one the size of a Cherokee, the other the size of a Renegade, that combine the all-wheel-drive traction, high seat height, and configurable interior of a conventional SUV with a low roofline and carlike ride and handling.

Meanwhile, at Land Rover work is underway on the next-gen Range Rover and Range Rover Sport, due in 2021 and 2022. Both will be built on a radical new aluminum-intensive platform known at Jaguar Land Rover as MLA, for Modular Longitudinal Architecture. Said to be even lighter than the existing D7u architecture, MLA has been designed to accommodate electric and hybrid powertrains and will also be used for all Jaguar models from the XE up. Sources say the flexible MLA hardware will also underpin future generations of the Range Rover Evoque, Discovery Sport, and Jaguar E-Pace.



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Intake

WINNER From right, FCA CEO Sergio Marchionne joined then-Ram boss Fred Diaz and our Ed Loh in celebrating the Ram's 2012 TOTY win.



In Memoriam: Sergio Marchionne



Everyone has favorite CEOs. Sergio Marchionne, 66, was one of mine. His death due to complications following cancer surgery is a gut punch to me and many of the journalists who covered him for years.

I felt a kinship with the Italian, born in Abruzzo, who moved to Toronto when he was 14 and continued to visit his mother there whenever he could. The lawyer, philosopher, and accountant also attended the University of Windsor, in the city where I now live.

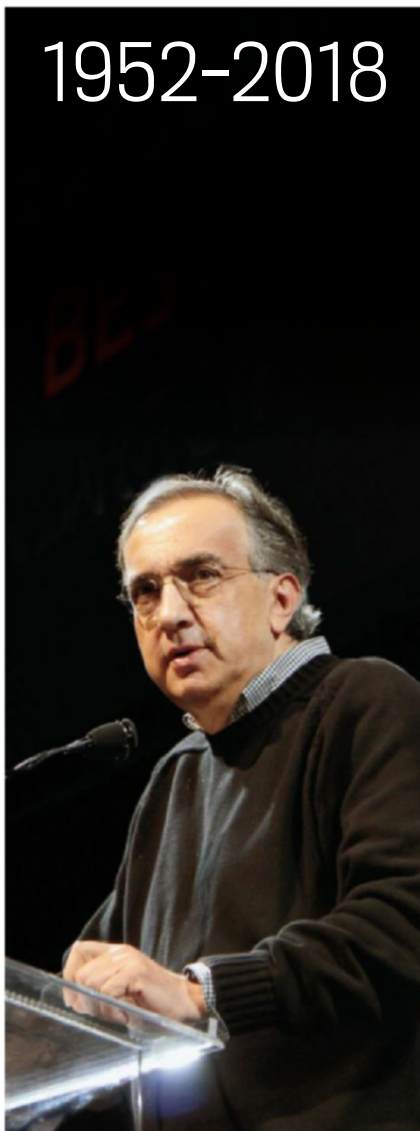
He was always happy visiting his alma mater. Before an event at the nearby minivan plant, he traveled to Windsor early, taking his entourage with him to have lunch at the dive bar near campus that he frequented as a student. Afterward he laughingly said the floors and furniture had yet to be replaced, but the burgers were still good.

I started covering Marchionne as part of the Chrysler bankruptcy in 2009 when he took two ailing automakers and created Fiat Chrysler Automobiles. I have been both enlightened and entertained by his actions and the workings of his mind ever since. A Marchionne scrum or roundtable was not to be missed. Speeches were filled with references to poets and philosophers, not to mention the occasional colorful, punctuating expletive.

As a finance executive, Marchionne faced constant second-guessing for not being a “car guy” while running two storied automakers. He was criticized for making outlandish forecasts in his succession of five-year plans starting in 2009 when he took over the helm of FCA. Industry wags scoffed at his suggestion that GM should pay him \$2 billion to *not* buy a division of Fiat and sever their partnership. And his move to drop unprofitable cars from his lineup was both terrifying and brilliant in its execution.

Marchionne did not meet every goal, but hard work and sheer determination resulted in many more hits than misses. He was a master of proving his critics wrong. He took over flagging Fiat in 2004 and resurrected it, to the amazement of many. He did get that \$2 billion from GM, after all—another shocker. He

1952–2018



saved—then bought—Chrysler. He made Jeep a global juggernaut. And he leaves FCA in the black and with a fresh five-year plan to implement.

He knew reporters by name—another instance of his encyclopedic mind at work. When I changed jobs from one Detroit newspaper to the other, he quizzed his head of communications as to why. Unable to provide an acceptable answer to Sergio, the PR man called me at home over Christmas for more answers and to ensure I was happy with my decision so he could report back to his boss.

In an industry where wearing a suit to formal meetings is expected, a black

Land's End sweater was his uniform—even when attending a White House briefing. And where facial hair is seen as a renegade act, he grew a beard. I inadvertently stroked that beard at an auto show in Detroit. I had not seen Sergio coming. He tapped me on the shoulder to ask what I thought of the car he had unveiled. It was my first time seeing him with his new scruff, and I instinctively touched it. Before his security detail could react, he laughed, said, “Don’t worry about the beard,” and continued to ask about the latest vehicle debut.

Many auto executives parse every word in a conversation and fall back on jargon and bland speak when cornered. But Marchionne was outspoken and relished debate. He often made provocative statements about an industry of which he was still a student. He would often later change his mind, but the pronouncements were usually true at the time and worth recording for posterity.

His work ethic was legendary. Marchionne carried a gaggle of phones—one for each company he oversaw—and lived on planes where he liked to play cards. He demanded a lot of his employees, especially those of the top echelons who were called to “working weekends” when the boss was in town. He knew how to find the hidden gems in his organization and promote them.

Marchionne was known for his love of espresso and cigarettes. In extreme heat, there was a T-shirt equivalent to the black sweater. He was an audiophile; the music played before investor events got underway was often his own playlist, filled with Bruce Springsteen and others.

Marchionne took two failing automakers and created the seventh-largest vehicle manufacturer in the world—increasing Fiat’s value more than 10 times over. He groomed his successor, Mike Manley, for a seamless, albeit sudden, transition. The plan had been to retire in April 2019.

His record is not bad for the son of a *carabiniere* who studied finance, law, and philosophy. A man who didn’t expect to become part of the auto industry but changed it forever. A maestro who left us too soon. **Alisa Priddle**

REARVIEW

From the *Motor Trend* Archive ...



50

OCT 1968
PRICE: \$0.50

We dedicated our October 1968 issue to the 1969 model year. In this issue we test-drove the Ford Mustang Mach 1, a Chevy II Nova with a 396-cubic-inch (6.5-liter) engine, the

Dodge Charger 500, and many more. Elsewhere in the issue, we covered the Mercedes-Benz 280 SL, did a detailed deep dive on pre-World War II Bentleys, and covered the obscure Savage GT coupe, an Auto Craft-built modified Plymouth Barracuda with a 340 Magnum V-8.



30

OCT 1988
PRICE: \$2.75

Our October 1988 cover featured our first peek at what would become the 1990 Chevrolet Corvette ZR-1. This issue featured a super-cool engineering cutaway of the coming ZR-1 on the cover. Even cooler—the picture unfolded to give you a glimpse of the whole car.



10

OCT 2008
PRICE: \$4.99

In a bit of kismet, our October 2008 cover also features a Corvette ZR1. This one, the C6 model powered by a 6.2-liter supercharged V-8, did 0 to 60 mph in 3.4 seconds and an 11.3-second quarter mile. The 2019 model, for the record, does 0 to 60 in 3.0 seconds and a 10.8-second quarter. Ah, progress.



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What's on Motor Trend This Month?

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PEBBLE BEACH CONCOURS d'ELEGANCE and Rolex Monterey Motorsports Reunion Live Stream

Sat Aug 25-26



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It's the classiest time of year as hundreds of millions of dollars' worth of the greatest road cars and race cars in the world descend on Monterey, California, for the Pebble Beach Concours d'Elegance and the Rolex Monterey Motorsports Reunion, live-streaming exclusively on MotorTrend.com.

Tune in Saturday, August 25, at 1:30 p.m. Pacific as hosts Justin Bell, Bob Varsha, Mike Joi, and special guest Fiat Chrysler Automobiles head of design, Ralph Gilles, bring you the sights, the sounds, and all the details of the annual motorsports gathering at WeatherTech Raceway Laguna Seca. This year's reunion will feature Formula 1 cars from the 1970s, Trans-Am and Can-Am classics, and feature marque Nissan (including Datsun).

ON THE LAWN Our own Jonny Lieberman and Jay Leno talk shop at last year's event.



The action slows Sunday, but the coverage doesn't. Tune in at 12:30 p.m. Pacific on August 26 for start-to-finish coverage of the field and the awards at the Pebble Beach Concours d'Elegance, hosted by Bob Varsha and Angus MacKenzie with on-the-lawn reports from Alain de Cadenet, Jonny Lieberman, and Ed Loh. Featured classes and marques this year include Tucker, OSCA, Rollston Coachwork, Postwar Custom Citroens, and Motor Cars of the Raj.

The best of Pebble Beach car week, all in one place: only at MotorTrend.com.

- Sep 3 **ROADKILL**, Ep. 75
- Sep 5 **Mobil 1 The Grid**, Program 15
- Sep 5 **PUT UP OR SHUT UP**, Ep. 9
- Sep 6 **FIA World Rallycross**, France
- Sep 7 **LIVE! 24H GT Series/24H Touring Car Endurance Series**, 24H Barcelona - Qualifying and Night Practice
Auto Mundial Motorsport Mundial
LIVE! 24H GT Series/24H Touring Car Endurance Series, 24H Barcelona
LIVE! DTM Championship, Nürburgring
LIVE! FIA Formula 3 Championship, Nürburgring
- Sep 9 **LIVE! FIA Formula 3 Championship**, Nürburgring
- Sep 10 **ROADKILL GARAGE**, Ep. 35
- Sep 12 **ENGINE MASTERS**, Ep. 38
- Sep 13 **British Touring Car Championship**, Knockhill
- Sep 14 **Auto Mundial Motorsport Mundial**
LIVE! Formula Drift, Texas Motor Speedway, TX
LIVE! Virgin Australia Supercars, Sandown
LIVE! Virgin Australia Supercars, Sandown
- Sep 16 **DIRT EVERY DAY**, Ep. 81
- Sep 17 **Ferrari Challenge Europe**, Barcelona, Spain
- Sep 18 **Mobil 1 The Grid**, Program 16
- Sep 19 **IGNITION**, Ep. 196
- Sep 20 **FIA World Rallycross**, Latvia
- Sep 21 **Auto Mundial Motorsport Mundial**
LIVE! DTM Championship, Spielberg
LIVE! European Le Mans Series - Qualifying, Spa-Francorchamps, Belgium
LIVE! FIA Formula 3 Championship, Spielberg
LIVE! Michelin Le Mans Cup - Race 1, Spa-Francorchamps, Belgium
- Sep 22 **LIVE! European Le Mans Series**, Spa-Francorchamps, Belgium
LIVE! Michelin Le Mans Cup - Race 2, Spa-Francorchamps, Belgium
LIVE! TCR Europe Series, Monza, Italy
- Sep 23 **HOT ROD GARAGE**, Ep. 68
- Sep 24 **HEAD 2 HEAD**, Ep. 107
- Sep 25 **Auto Mundial Motorsport Mundial**

SHOW HIGHLIGHTS



Vintage Racer Revival

First Aired **Aug. 27: Ep. 69**

On this month's episode of *Hot Rod Garage*, Tony and Lucky bring a long-neglected car into the shop to pay homage to its racing roots. Once an NHRA H/stock National Champion, this '56 Chevy has spent its retirement rotting away. With a full chassis refresh back to class specs and a fresh 265 between the fenders, they just might get it to run its old number from back in 1965 when it reigned supreme.



Challenger Hellcat Widebody vs. Camaro ZL1

First Aired **Aug. 1: Ep. 205**

On this episode of *Head 2 Head* presented by Tire Rack, Jonny Lieberman and Jethro Bovingdon pit Chevy's and Dodge's modern-day muscle cars against each other on the burnout pad, a drift track, and the road. Many tires are sacrificed in the name of discovering whether we're in a new golden era for the muscle car and which of these cars best represents the new breed. Hellcat or ZL1? Watch and find out.

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The Evolution and Rise of the SUV



It used to be that sport utility vehicles were for workmanlike pursuits—a nicer version of a pickup, something to carry your horse tack or fishing tackle, something for the rancher to drive when helping out the hired hands on the Ponderosa. The emphasis was on enclosed utility. But a sport utility was still essentially a truck.

And although utility still remains a key SUV selling point, today these vehicles have more to do with hauling children, hockey pads, and bags of mulch. SUVs have become the mainstream people hauler, replacing the family sedan and minivan (although, to be fair, the modern minivan still has far better cargo carrying capacity than a similarly sized SUV).

The SUV is a lifestyle choice for the glamping survivalist. It's also a mode of convenience for aging, aching baby boomers who find it far easier to lean back into the high hip-point of a crossover vehicle than to flop into the bucket seat of a traditional sedan.

How much has the market swung away from cars toward SUVs? Check out the chart. It's almost a one-for-one volume switch, when citing three key years over the past decade—2007 being the last boom year before the Great Recession, 2014 the first big year for auto sales after it, and 2017's record sales pace. In the past three years alone, passenger car sales have dropped by 1.9 million units while SUV sales have surged by 2.3 million units. (Intriguingly, sales of pickups have remained fairly consistent over that time.) Some automakers (Ford, FCA) are so alarmed that they're trading out car assembly lines to build more SUVs.

But let's look at some of what is being built and described as an SUV. Toyota markets the C-HR as an SUV, as Nissan does the Kicks, but neither comes with the staple of all-wheel drive. In fact, the C-HR has a lower ground clearance than the Corolla sedan. Both are built on car-based unibody platforms (Toyota on the TNGA shared with the Prius, Nissan on the Versa econobox). Essentially, these are tall hatchbacks, not off-roaders.

The concept scales from there: Ford took some stick when it moved the



2018 Jeep Trackhawk



1966 Jeep Wagoneer

Explorer from a truck platform to a unibody one (and endured snickers when it said the new version was just as capable off-road), but folks are still buying the Explorer in droves because it carries those three magic letters. The same will likely happen for the reborn Chevrolet Blazer, once a truck-based off-road beast, now running on beefed-up underpinnings shared with the dowdy Malibu sedan.

We get lots of letters when we select a car-based crossover as SUV of the Year (as we did last year with the capable, smartly packaged, Civic-based Honda CR-V). Purists howl that unless the vehicle is body-on-frame, has a 4x4 transfer case, and is suspended by solid axles and leaf springs with sufficient ground clearance to surmount Moab, it has no right to be called an SUV. These

readers might have a point, except that even the old-timey “real” SUV manufacturers (we’re talking to you, Land Rover) have changed with the times by moving to monocoque platforms, independent front and rear suspensions, and variations on the all-wheel-drive theme. (For those of you who just had all that terminology fly right over your head, check out “SUVocabulary” on page 62.)

Now we are seeing the next stage of the evolution of the SUV—the Supercar Utility Vehicle. As you will see on page 72, we lined up the five most powerful crossovers on the planet and had them blast down California and Nevada desert roads at felony speeds (and engage in some light off-roading to prove worthy of their classification). These weren't just any ordinary SUVs. These are five vehicles that redefine “family hauler.” Carpool to 60 in 3.2 seconds. When the lowest horsepower in the pack is 440 (in the Porsche, of all things), you know the competition is getting ridiculous.

We didn't do this test just for kicks—although that was a side benefit. We are tracking the psychographics of the auto market, which will be reflected in our coverage and testing. In next month's Best Driver's Car issue, the winner of this super-SUV comparison test will be included in the field—the first time a sport utility vehicle has competed alongside world-class supercars and sport sedans. That's a big change.

In the meantime, sit back and enjoy perusing the seemingly endless supply of SUVs on parade in this issue. We're sure you can find one that works for you. ■

U.S. vehicle sales by segment
Total vehicle sales in millions

	2017	2014	2007
CAR	6.1	8.0	7.9
SUV	8.3	6.0	5.6
TRUCK	2.8	2.3	2.6
TOTAL	17.2	16.5	16.1

Data courtesy Automotive News

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We Say...



Frank Markus
TECHNOLOGUE

Stacked DAC A direct air capture CO₂-to-gasoline scheme that works?



Twice I've been dazzled by schemes for scrubbing CO₂ out of the atmosphere and turning it into fuel. In July 2008 it was NaOH scrubbers and exotic catalysts; in March 2012, it was ionic amine fluids and a formic-acid fuel cell. Both were tricky to describe, energy intense, and costly; years later, neither is ready for prime time. Then this June my news feed lit up with tales of a refreshingly simple new direct air capture (DAC) CO₂-to-fuel scheme that's already running in a pilot plant.

Canadian energy company Carbon Engineering—founded by Harvard professor David Keith with funding from Bill Gates—has been scrubbing CO₂ for three years in Squamish, British Columbia, for conversion to liquid fuels. An obvious secret to CE's success is its reliance on existing industrial technology. The scrubbing operation is essentially a power-station cooling tower grafted onto a pulp/paper mill, augmented with tweaks from the water-treatment and gold-extraction industries. The fuel conversion involves understood Fischer-Tropsch gas-to-liquid tech.

Instead of condensing steam, air in this cooling tower flows past an alkaline solution of potassium hydroxide and water. Mildly acidic CO₂ gloms onto the basic potassium hydroxide, forming potassium carbonate. Calcium is then used to grab the carbon from the potassium in a pellet reactor borrowed from the water-treatment biz. Finally, pure CO₂ is liberated the way gold is separated from ore in a gold-ore roasting calciner. A paper mill's caustic recovery loop keeps the potassium and calcium in continual reuse.

The process above is expected to consume between 1.5 and 2.4 megawatt-hours of energy per metric ton of CO₂ depending on plant configuration, with the lion's share heating the roaster. Energy is a major driver of the operation's cost, which, when scaled up for larger commercial production, is estimated at \$232 per metric ton in the near term, falling to as low as \$94 per metric ton in five to 10 years—a significant savings relative to chief rival, Zurich-based Climeworks, which is currently converting CO₂ via solid-oxide fuel cell at a cost of \$600 per metric ton.

Carbon Engineering's cost projections, published in the energy journal *Joule*, are based on scaling up the Squamish plant from its current 1-metric-ton-per-day scrubbing rate. Oh, and if you're wondering why CE doesn't just tap the CO₂-rich stream from a coal or natural-gas smokestack, it's because that carbon originates underground—fuel produced from it wouldn't qualify with regulators as carbon neutral. That's bureaucracy for you.

One indication that CE's pricing is in the ballpark: It aligns nicely with the \$94 to \$185 per metric ton that companies are currently paying for offset credits to comply with the California Low Carbon Fuel Standard. That standard will likely assign a carbon-intensity figure of about 30 to CE's fuel—down from 53 for California corn ethanol and 100 for crude-based gasoline. Selling this fuel is what will eventually pay back Bill Gates' investment.

Of course, carbon harvested from the sky has no energy value until hydrogen atoms are attached via Fischer-Tropsch, and that hydrogen accounts for about 70 percent of the cost of the resulting fuel. Keith expects Carbon Engineering to generate hydrogen using electrolyzers that are similar to proton-exchange-membrane fuel cells, powered by solar or wind electricity. He projects that PEM costs will drop from \$1,000 per kilowatt to less than \$500 in five years when his commercial plant comes online. He's designing that plant for an annual scrub of at least 300,000 metric tons of CO₂—enough to produce 2,000 barrels of gasoline per day. His projected gasoline cost target is within 50 percent of today's crude oil product.

We should all be rooting for projects like this to work. As liquid fuels approach carbon neutrality, we can burn them virtually guilt free. This will be a boon for difficult-to-electrify air and sea transportation, and it could allow us to continue driving our beloved combustion engine vehicles forever. ■

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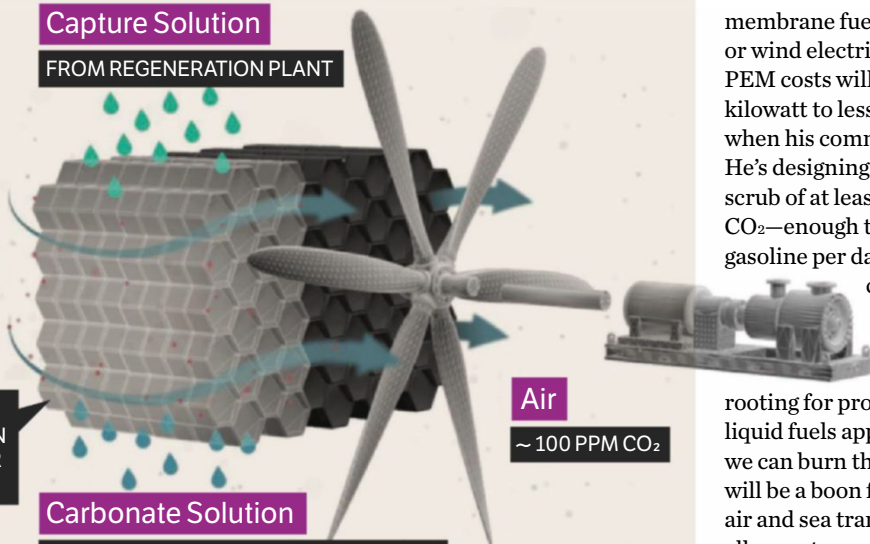
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They Say...

Fred Diaz

CEO, MITSUBISHI MOTORS
NORTH AMERICA



Fred Diaz took over as CEO of Mitsubishi Motors North America on April 1. In 2013, after a 20-year career at

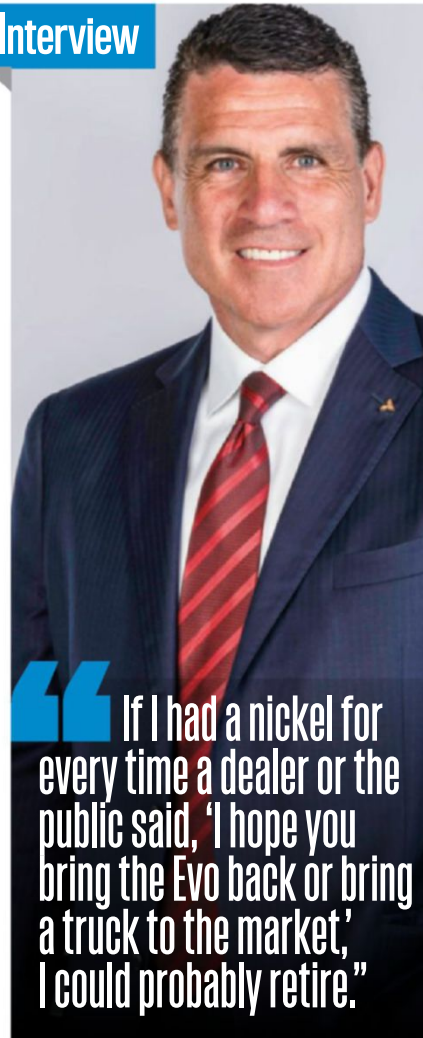
FCA's various iterations, he left to oversee Nissan's truck strategy, before being deployed to Japan to work on Mitsubishi global sales and marketing. Struggling Mitsubishi has a new lease on life as part of the Renault–Nissan–Mitsubishi Alliance, so we sat down with Diaz to see how he plans to restore the brand in North America.

What is the direction for Mitsubishi in North America? The first order of business was to engage with the dealers [to find out] what are the problems, what do we need to do better, and find out their temperature for wanting to do the hard things to change the brand. The biggest problem as a small brand is awareness. We haven't been investing in our media space. This year marks our return to network broadcast TV and the most budget spent on media advertising in 11 years. And we are the title sponsors of a college football bowl game, [the Mitsubishi Motors Las Vegas Bowl]. Before the Alliance, the brand was struggling mightily to get dealers to invest in our brand. Since the announcement of the Alliance, interest in our brand has increased exponentially.

Within the Alliance, you're the SUV, AWD, plug-in hybrid specialist. Is that your role? And how does the Mirage fit?

I can't talk about the longevity of the Mirage, but I can tell you we're fortunate that we're focused on CUVs with the Eclipse Cross, Outlander, Outlander Sport, and Outlander PHEV, which has done better than we ever expected. The great thing about the Alliance is we're going to share technologies. We have plug-in hybrid electric vehicles and Super All Wheel Control. Those are items Nissan is very interested in. We're interested in their autonomous drive. They also have full electrification with their Leaf.

Interview



"If I had a nickel for every time a dealer or the public said, 'I hope you bring the Evo back or bring a truck to the market,' I could probably retire."

You will have an electric SUV. Will it be the Eclipse Cross or Outlander Sport?

To be determined at this point. Globally, the plan is to have seven core products, each with an electrification strategy. Each region will decide the right product for their particular market, in conjunction with talking to MMC, the mothership.



Will Mitsubishi get a pickup again?

I get that question a lot. The truth of the matter is, we don't know where we're going with the truck yet. As an Alliance group, we're studying future products, and we don't know if a truck is in our future or not.

Do dealers want a midsize or full-size pickup or both? They're very interested in a midsize truck. The midsize truck market got really small; manufacturers overbuilt their truckstoo big, too powerful, and too expensive. And now they're right-sized, and the midsize segment is hot again.

Do dealers want a return of the Eclipse or Evo? Yeah, it's a big request. The Evo has such a cult following, it's incredible. If I had a nickel for every time a dealer or the public said, "I hope you bring the Evo back or bring a truck to the market," I could probably retire. It's hard. Those vehicles seem to be more niche vehicles now. Mitsubishi had foresight years ago to get into the CUV market, and I think we're in a good spot with our product lineup right now. But it is vastly different than what we were selling 10 years ago.

Do you need more cars or just focus on utilities? As a brand, we certainly don't want to ignore cars. It's still a big enough segment. Car sales are still a big part of what we do. We sell the Mirage and Mirage G4 quite well right now. It's not something we want to eradicate.

Do you need to change more vehicle names? We've had internal discussions about whether we need to change names, whether we're confusing the market, and if we do change names, how do you do it? You have the equity that you've invested in a name. It's tough to walk away from that. From an SEO standpoint, when people look up Eclipse or some of our old names in a search, they become aware of the new stuff we have. We have so much equity in the name Eclipse. I think it was brilliant to resurrect the Eclipse name and associate it with the CUV market, so the Eclipse Cross hits the mark dead-on.

Alisa Priddle



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READERS' THOUGHTS ON PAST ISSUES

Our Sport Compact Car Revival

When my August issue arrived wearing a photo of the new Civic Type R, the Focus RS, the WRX STI Type RA, and the Golf R, I could have predicted the outcome before reading the article. I agree with your comments and with the results. The Civic Type R—I've test-driven an example—is indeed an awesome front-wheel-drive platform. As a daily driver, I wouldn't want for more performance, but I can't see myself sitting in this thing or even looking at it. This is a shame, as I would have easily separated myself from my 2015 Volkswagen Golf GTI. At 60 years of age, I still lust over a daily driver that's a wild child, but I want to fly under the radar, as well.

MICHAEL BOICE
VIA EMAIL

You're not alone. The Type R's design is quite polarizing. Some staffers wish Honda offered a stealthier version, though others have embraced its Gundam styling.—Ed.

Thanks so much for your article "Sport Compact Car Revival." I am increasingly put off by *Motor Trend's* many articles on vehicles that cost more than \$100,000. Clearly, there are people out there who are interested, but it's got to be a tiny minority. Please, more articles on vehicles that people can actually afford! The August issue starts with an Audi Q8,

only \$80,000 or so. Then the Rolls-Royce Cullinan at \$325,000. Then you talk about the Porsche 911 GT2 RS, which is surely well over \$100,000 [*actually, the 911 GT2 RS starts at \$294,000—Ed.*], the Mercedes-Benz G-Class at \$125,000 to \$140,000, and the Bentley Continental at more than \$220,000. I simply skim over or avoid those articles. They have no bearing for me and, I presume, most of your other readers.

How about promoting safe, fun, affordable vehicles for the rest of us?

RICHARD STARRETT
VIA EMAIL

There will be plenty of content regarding fun vehicles most readers can afford in upcoming issues—but we like indulging our readers' lottery fantasies, too.—Ed.

Thanks for your four-way comparison about sport compacts wherein there seems to be a warp in space-time between the MT article on the Subaru WRX STI and VW Golf R published in May 2015 and the current one. In 2015 the STI and Golf R went 0–60 in 4.6 and 4.5 seconds, respectively. In 2018 the cars—with very similar engines, transmissions, and weight—were more than a second slower for 0–60 and about 2.0 seconds slower in 0–100. If we check the quarter mile, again the data were much more impressive for the runs in 2015. Sure, the tires, weather, and surface might be different, but by

that much? Also note that EPA mileage slightly favors the 2015 versions, which implies that the powertrain is not detuned for better mileage.

I have noted over time that cars have similar 0–60 times when tested by different pubs and at different times and presumably different places. So why the big difference now?

WILL VINE
VIA EMAIL

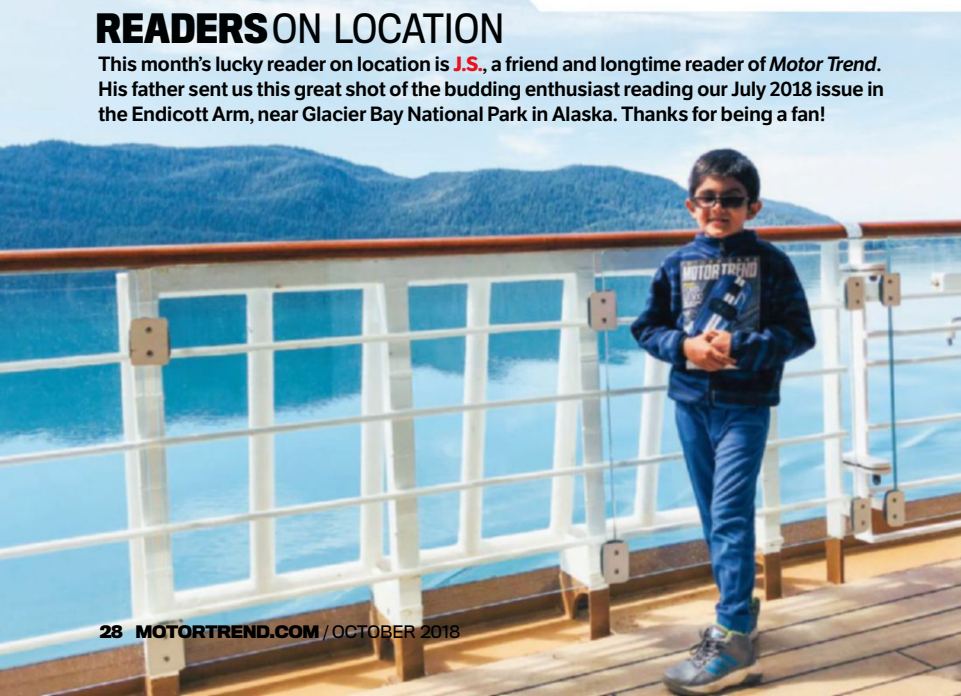
There are a couple of factors at play here, but let's start with the easy one. The 0–60 figure you quoted (4.5 seconds) was done with a car equipped with the optional six-speed dual-clutch automatic, which gives the Golf a significant advantage in acceleration compared to the manual-equipped 2018 Golf R. A seven-speed dual-clutch is available on the 2018 Golf R, but we decided to keep things even for the comparison. And besides—the manual is more fun.

As for the WRX STI Type RA, first off, we've noted some inconsistency in the past between WRX STIs. We tested two in 2015—the first did 0–60 mph in 4.6 seconds, the second in 4.9 seconds, with a similar gap in the quarter mile. Second, in an effort to make the car more comfortable, Subaru has added weight to the STI since its debut in 2015. Despite being a track special with a carbon-fiber roof, the Type RA is actually heavier than two of the three STIs we tested in 2015. And a third and final point: You simply can't launch STIs like you used to. Back when the car first made its debut, you could rev the engine up near redline, dump the clutch, and get a fantastic 0–60 number. Nowadays, its tires are too grippy to permit this maneuver, and the center differential, now electronically controlled, just won't let you abuse the powertrain in this way anymore.

And last, the EPA updated its testing parameters in 2017, leading to a minor fuel economy score drop on many vehicles.—Ed.

READERS ON LOCATION

This month's lucky reader on location is **J.S.**, a friend and longtime reader of *Motor Trend*. His father sent us this great shot of the budding enthusiast reading our July 2018 issue in the Endicott Arm, near Glacier Bay National Park in Alaska. Thanks for being a fan!



On Design

Thank you, Mark Rechlin. "The Human Touch" touched my software where it counts; ditto to Sasha Selipanov and Chris Theodore's comments about the auto studio design process. I couldn't agree more. I tell all of my designers that having someone else develop your design in the computer is like having someone else draw your design—and the only result of that process is it's now the group's problem to find someone else's



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magic. Only a few good teams can make this work, but sadly, most don't. The emotional awkwardness of this process will become the next early face-lift. This happens to great driver's cars all the time. When slab-sided shapes, pasted-on 2-D graphics, and flat spots in the sheetmetal appear, poor sales will soon follow. After all, emotionally compelling design is all about the singularity of the quality impression.

BLAIR TAYLOR
THOUSAND OAKS, CALIFORNIA

Readers Clap Back

Quite a few of you were a bit peeved by reader Joseph Licon's thoughts regarding the appeal of luxury cars in our August letters section. Joseph Moran's response best summarizes your opinions.—Ed.

Hi. I'm not writing in response to one of your articles but rather about one of the letters you published in the August issue. I can understand you probably don't want to start a flame war on your letters page—but after reading the letter from Joseph Licon, I just had to get something off my chest.

In his letter, Mr. Licon speaks of receiving compliments on his luxury car from strangers, purports that driving a luxury brand is an indication of having "made it," and displays a truly breathtaking and stomach-turning level of disdain for mainstream cars—and by implication, those of us who drive them.

I'd like to inform Mr. Licon that I drive a car with an MSRP just over \$25,000, and I regularly receive compliments on it. Many of us legitimately take pride in what we drive and receive compliments on our vehicles regardless of the price tag. Moreover, in spite of what Mr. Licon seems to think, driving a luxury car is most definitely not an indication of having "made it." Thanks to short-term, low-mileage leases and highly depreciated pre-owned vehicles, it's not hard to put yourself behind the wheel of a luxury car and pay only a fraction of the lofty sticker price. Plus there are all the people—and we all know some—who stretch themselves financially and spend a disproportionate amount of their income on a high-end vehicle.

JOSEPH MORAN
VIA EMAIL



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Words Michael Cantu, Zach Gale, Stefan Ogbac, and Collin Woodard

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KEY	ALL-NEW	MAJOR	MINOR	UNCHANGED	DISCONTINUED
	An addition to an automaker's lineup	Significant sheetmetal redesign, powertrain, and/or feature changes	Midcycle updates, minor powertrain, or feature changes	Minor trim or package changes, new colors	Vehicle is going out of production

5M five-speed manual

6A six-speed automatic

6-sp auto-cl man six-speed auto-clutch manual

7-sp twin-cl auto seven-speed twin-clutch automatic **FWD** front-wheel drive

AWD all-wheel drive **RWD** rear-wheel drive

Max cargo figures may differ for hybrid and other variants.

IntelliChoice five-year retained value data might apply to common vehicle variants, not an average of all model variants.





Acura MDX

Base Price \$45,500-\$53,000* **Body Type** SUV

MINOR An A-Spec model joins the 2019 MDX lineup and comes with 20-inch alloy wheels, a different front fascia, larger exhaust tips, red or black leather with Alcantara inserts, a thicker steering wheel, and body-colored side sills. The A-Spec model comes exclusively with all-wheel drive and the base V-6. The Technology package adds wood interior trim, and the Advance package now comes with active dampers and wider tires.

Also Consider Volvo XC90, Audi Q7, Mercedes-Benz GLE-Class

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EPA ECON CITY/HWY: 18-26/26-27 MPG **0-60 MPH:** 6.0-6.2 SEC • **Solid value and performance for the money**



Acura RDX

Base Price \$38,295-\$46,495 **Body Type** SUV

MAJOR The RDX is the first model to ride on an Acura-exclusive platform, and it features the brand's new seat design and an elegant infotainment touchpad interface. It returns with a turbo engine and will be available with Acura's Super Handling All-Wheel Drive. An A-Spec model will offer 20-inch alloy wheels, red or black leather with Ultrasuede inserts, a larger-diameter exhaust, and gloss black exterior accents.

Also Consider Volvo XC60, Lexus NX, BMW X3

Base Engine 2.0L/272-hp/280-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 10A
Towing N/A
Max Cargo, Seats Up/Down 29.5/58.9 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 50%

EPA ECON CITY/HWY: 21-22/27-28 MPG **0-60 MPH:** 6.2 SEC* • **Turbocharging Acura sales**



Alfa Romeo Stelvio

Base Price \$39,000-\$81,500* **Body Type** SUV

MINOR A rear-drive variant joins the 2019 Stelvio lineup, and Apple CarPlay and Android Auto are now standard. The Nero Edizione package adds black 20-inch alloy wheels, mirror covers, badges, exhaust tips, and grille surrounds. The Carbon package—carbon-fiber side mirrors, grille surrounds, and interior trim, black exhaust tips and exterior badges—is available on Ti Sport and Quadrifoglio trims. **Also Consider** Mercedes-Benz GLC-Class, BMW X3, Jaguar F-Pace

Base Engine 2.0L/280-hp/306-lb-ft turbo I-4
Opt Engine 2.9L/505-hp/443-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/AWD, 8A
Towing 3,000 lb
Max Cargo, Seats Up/Down 18.5/56.5 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 17-24/23-30 MPG* **0-60 MPH:** 3.3-5.4 SEC • **Italian style now in a more utilitarian package**



Audi E-Tron Quattro

Base Price \$75,000* **Body Type** SUV

ALL-NEW The E-Tron Quattro is Audi's first full-production, long-range electric vehicle. Audi considers it a crossover, but the E-Tron Quattro's low ride height and sloping roofline gives it more of a wagonlike appearance. Using a 95-kWh battery pack and three electric motors, the E-Tron Quattro will be about as quick as the Jaguar I-Pace. Audi also says owners will be able to charge their E-Tron in less than 30 minutes at a 150-kW charger. **Also Consider** Jaguar I-Pace, Tesla Model X

Base Motor 429-496-hp/590-lb-ft electric
Opt Motor None
Drivetrain AWD, 1A
Towing N/A
Basic Warranty 4 years/50,000 miles

EV RANGE: 225 MILES* **0-60 MPH:** 4.5 SEC* • **A seriously quick—but practical—zero-emission Audi**



Audi Q3

Base Price \$35,000* **Body Type** SUV

MAJOR Audi will redesign its smallest crossover for 2019, giving it an A8-inspired front end, sportier styling, and a modern interior. The Q3 is also more spacious than before. A large touchscreen and an even larger instrument display come standard. Several driver-assist features are available, as well. Initially, Audi will offer four engines in Europe, but we don't know which will come to the U.S. **Also Consider** Jaguar E-Pace, Lexus UX, Mercedes-Benz GLA-Class

Base Engine 2.0L/190-hp/236-lb-ft turbo I-4*
Opt Engine 2.0L/230-hp/258-lb-ft turbo I-4*
Drivetrain Front-engine, FWD/AWD, 7-sp twin-cl auto*
Towing 1,500 lb*
Max Cargo, Seats Up/Down 18.7/53.9 cu ft*
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 52%

EPA ECON CITY/HWY: 19-21/27-29 MPG* **0-60 MPH:** 6.5-8.0 SEC* • **The next generation of Audi's smallest crossover**



Audi Q5

Base Price \$42,500-\$55,500 **Body Type** SUV

UNCHANGED The Q5 was redesigned last year, so although Audi might add standard features or new colors for 2019, expect any changes to be minimal at best. We're big fans of the well-designed cabin, spacious interior, and high-tech Virtual Cockpit. Attractive styling helps it stand out in a crowded segment. The base four-cylinder pulls hard with minimal turbo lag, and the SQ5 hits 60 mph in 5.0 seconds. **Also Consider** BMW X3, Alfa Romeo Stelvio, Mercedes-Benz GLE-Class

Base Engine 2.0L/252-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/354-hp/369-lb-ft turbo V-6
Drivetrain Front-engine, AWD, 7-sp twin-cl auto/8A
Towing 4,400 lb
Max Cargo, Seats Up/Down 26.8/60.4 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars IIHS: TSP
IntelliChoice 5-Year Retained Value 51%

EPA ECON CITY/HWY: 19-23/24-27 MPG **0-60 MPH:** 5.0-5.9 SEC • **A stylish standout among compact crossovers**



Audi Q7

Base Price \$51,000* **Body Type** SUV

UNCHANGED Audi redesigned its large seven-passenger crossover for 2017, giving the Q7 a high-end interior, lots of technology, and impressive handling for an SUV its size. Like last year, though, don't expect Audi to make major changes to the tech-laden Q7. Then again, although we'd appreciate a more spacious third row, the Q7 doesn't need many updates to hold its own against the competition. **Also Consider** Mercedes-Benz GLS-Class, BMW X7, Volvo XC90

EPA ECON CITY/HWY: 19/25 **0-60 MPH:** 5.4-7.0 SEC • Audi style with room for seven

Base Engine 2.0L/252-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/333-hp/325-lb-ft s'ch'd V-6
Drivetrain Front-engine, AWD, 8A
Towing 7,700 lb
Max Cargo, Seats Up/Down 14.8/71.6 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 51%



Audi Q8

Base Price \$65,000* **Body Type** SUV

ALL-NEW The Q7 is already large and luxurious enough for most buyers, but Audi went further with the Q8. The large notch-backed crossover is designed to be an alternative to the A8 for style-conscious buyers who no longer want a sedan. It's also wider, lower, and shorter than the Q7, giving the Q8 a high-riding hatch look. The cabin borrows heavily from the A8, surrounding all five passengers in minimalist luxury. **Also Consider** BMW X6, Land Rover Range Rover Sport, Porsche Cayenne

EPA ECON CITY/HWY: 20/27 MPG* **0-60 MPH:** 5.0 SEC* • Audi's answer to a super-niche segment

Base Engine 3.0L turbo V-6 + elec,
 340 hp/369 lb-ft comb
Opt Engine None
Drivetrain Front-engine, AWD, 8A
Towing N/A
Max Cargo, Seats Up/Down 21.4/62.0 cu ft
Basic Warranty 4 years/50,000 miles



Bentley Bentayga

Base Price \$180,000-\$236,000* **Body Type** SUV

MAJOR Two engine options have been added: a twin-turbo V-8 and a plug-in hybrid, making this the first Bentley to offer an electrified powertrain. The lithium-ion battery on the Bentayga plug-in can be recharged in 2.5 hours. In addition to the four main drive modes, three E modes allow it to operate in hybrid, EV, or Hold mode, the latter of which saves the battery for later use. **Also Consider** Rolls-Royce Cullinan, Mercedes-AMG GLS 63, Land Rover Range Rover SVAutobiography

EPA ECON CITY/HWY: 12-16/19-21 MPG*; **PHEV:** 21 MPG COMB*; **EV RANGE:** 15 MILES* **0-60 MPH:** 3.5-4.4 SEC* • Bentley's first SUV goes electric

Base Engine 4.0L/542-hp/568-lb-ft
 twin-turbo V-8
Opt Engine 6.0L/600-hp/664-lb-ft
 twin-turbo W-12; 3.0L turbo V-6 + elec,
 462 hp/516 lb-ft comb*
Drivetrain Front-engine, AWD, 8A
Towing 7,716 lb
Max Cargo, Seats Up/Down 17.1/62.6 cu ft
Basic Warranty 3 years/unlimited miles



BMW X1

Base Price \$35,000-\$37,000* **Body Type** SUV

UNCHANGED Other than new exterior colors and some packaging updates, not much changes. Underpinned by the UKL platform, the X1 is a rare front-drive-based vehicle to wear the BMW badge and shares its powertrain with the Mini Clubman and Countryman. Folks have been waiting for an M Performance model—more power, a sportier suspension setup, and stickier tires—but BMW has not confirmed its existence. **Also Consider** Audi Q3, Mercedes-Benz GLA-Class, Lexus UX

EPA ECON CITY/HWY: 22-23/31-32 MPG **0-60 MPH:** 6.8-7.0 SEC* • BMW's small SUV maintains the brand's flair

Base Engine 2.0L/228-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 8A
Towing N/A
Max Cargo, Seats Up/Down 27.1/58.7 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 50%



BMW X2

Base Price \$37,500-\$39,500* **Body Type** SUV

UNCHANGED All-new last year, this tall hatchback isn't expected to get many changes in standard form. However, an M Performance model wearing the M35i badge is expected sometime soon and could be powered by an upgraded version of the 2.0-liter turbo I-4 expected to make around 300 hp. The X2 M35i will likely come with performance tires and a stiffer chassis for improved handling. **Also Consider** Infiniti QX30, Land Rover Range Rover Evoque, Jaguar E-Pace

EPA ECON CITY/HWY: 21-23/31-32 MPG **0-60 MPH:** 6.3-6.5 SEC* • A sporty cross between an SUV and a hatchback

Base Engine 2.0L/228-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 8A
Towing N/A
Max Cargo, Seats Up/Down 21.6/50.1 cu ft
Basic Warranty 4 years/50,000 miles



BMW X3

Base Price \$41,995-\$70,000* **Body Type** SUV

MINOR The X3 adds a rear-drive variant, but it's limited to models with the base engine. On top of the existing M40i, a full-fledged X3 M powered by the same twin-turbo I-6 found in the M3 and M4 is expected to arrive soon. The X3 M should get more go-fast bits, such as adaptive suspension with its own unique calibration, an active M differential, and a performance-oriented all-wheel-drive system. **Also Consider** Volvo XC60, Mercedes-Benz GLC-Class, Audi Q5

EPA ECON CITY/HWY: 16-23/22-30 MPG **0-60 MPH:** 4.0-6.3 SEC* • A potent, dynamic family hauler

Base Engine 2.0L/248-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/355-hp/369-lb-ft turbo I-6;
 3.0L/425-hp/406-lb-ft twin-turbo I-6*
Drivetrain Front-engine, RWD/AWD, 8A
Towing 4,400 lb
Max Cargo, Seats Up/Down 28.7/62.7 cu ft
Basic Warranty 4 years/50,000 miles
Safety IIHS: TSP+
IntelliChoice 5-Year Retained Value 51%



BMW X4

Base Price \$51,445-\$61,445 **Body Type** SUV

MAJOR The second-gen X4 arrives for 2019, slotting above the X3 as one of the sportier crossovers in BMW's lineup. Like its predecessor, the new X4 has a sloping roofline, so it's harder to see out of and crimps second-row headroom. A full-fledged M variant above the M40i is likely in a couple years, with the same engine as the M3 and M4, a retuned suspension, and a performance-oriented AWD system. **Also Consider** Mercedes-Benz GLC Coupe, Jaguar F-Pace, Land Rover Range Rover Velar

EPA ECON CITY/HWY: 16-22/22-29 MPG **0-60 MPH:** 4.6-5.8 SEC* • **Less practical but still a crossover**

Base Engine 2.0L/248-hp/258-lb-ft turbo I-4
Opt Engine 3.0L/355-hp/365-lb-ft turbo I-6
Drivetrain Front-engine, AWD, 8A
Towing 3,500 lb*
Max Cargo, Seats Up/Down 18.5/50.5 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 51%



BMW X5

Base Price \$61,695-\$76,745 **Body Type** SUV

MAJOR The new X5 arrives in early 2019, slightly larger and featuring a cleaner exterior design than its predecessor. Like the outgoing model, it can be had with seating for up to seven passengers and retains the two-section tailgate. Eventually the gas-powered models will be joined by a plug-in hybrid, a diesel variant, and the high-performance X5 M, which should get the twin-turbo V-8 from the M5 sedan. **Also Consider** Mercedes-Benz GLE-Class, Lexus RX, Volvo XC90

EPA ECON CITY/HWY: 15-18/21-26 MPG* **0-60 MPH:** 4.3-5.3 SEC* • **The original BMW crossover gets an infusion of tech**

Base Engine 3.0L/335-hp/330-lb-ft turbo I-6
Opt Engine 4.4L/456-hp/479-lb-ft twin-turbo V-8
Drivetrain Front-engine, AWD, 8A
Towing 7,209 lb
Max Cargo, Seats Up/Down 31.7/70.5 cu ft*
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 50%



BMW X6

Base Price \$64,000-\$106,000* **Body Type** SUV

UNCHANGED A new-look BMW X6 should come in late 2019 as a 2020 model, on the heels of the recently revealed X5. Expect the same gas engine options as the redesigned X5 and a high-performance X6 M to follow. There could also be a plug-in hybrid, which should use the same system found in the 530e iPerformance sedan, as well as a rear-drive variant. Until then, the X6 holds steady. **Also Consider** Mercedes-Benz GLE Coupe, Land Rover Range Rover Sport, Audi Q8

EPA ECON CITY/HWY: 15-17/21-25 MPG* **0-60 MPH:** 4.3-5.2 SEC* • **Creator of a segment no one knew we needed**

Base Engine 3.0L/300-hp/300-lb-ft turbo I-6
Opt Engine 4.4L/445-567-hp/480-553-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD/AWD, 8A
Towing 6,000 lb
Max Cargo, Seats Up/Down 26.6/50.8 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 49%



BMW X7

Base Price \$78,500-\$85,000* **Body Type** SUV

ALL-NEW Arriving in early 2019, the X7 will be the largest crossover in BMW's lineup and the first to feature three rows of seating as standard—including optional second-row bucket seats. Underpinned by the CLAR platform, the X7 will initially be offered with two gas engines. A hybrid model will follow. Air suspension and Dynamic Damper Control will be standard on all variants for improved comfort. **Also Consider** Mercedes-Benz GLS-Class, Audi Q7, Lincoln Navigator

EPA ECON CITY/HWY: 15-18/21-26 MPG* **0-60 MPH:** 4.6-5.3 SEC* • **BMW finally joins the big SUV game**

Base Engine 3.0L/335-hp/330-lb-ft turbo I-6*
Opt Engine 4.4L/456-hp/480-lb-ft twin-turbo V-8*
Drivetrain Front-engine, AWD, 8A
Towing 7,500 lb*
Max Cargo, Seats Up/Down 19.0/80.0 cu ft*
Basic Warranty 4 years/50,000 miles



Buick Enclave

Base Price \$40,995-\$56,795 **Body Type** SUV

UNCHANGED The Enclave is the Chevrolet Traverse's premium stablemate; it has the same engine but less third-row headroom. Buick's three-row SUV has an optional automatic heated steering wheel and an available Ebony interior on the top Avenir trim. We were hoping it would separate itself more from the Traverse's top trim. Regardless, the Enclave offers superb ride comfort and good handling. **Also Consider** Acura MDX, Volvo XC90, Chevrolet Traverse High Country

EPA ECON CITY/HWY: 17-18/25-26 MPG **0-60 MPH:** 6.8-7.0 SEC* • **A quiet and comfortable three-row premium crossover**

Base Engine 3.6L/310-hp/266-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 9A
Towing 5,000 lb
Max Cargo, Seats Up/Down 23.6/97.6 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 43%



Buick Encore

Base Price \$24,195-\$27,095 **Body Type** SUV

UNCHANGED The subcompact Encore now offers the Safety package II on the top Essence trim; it includes rain-sensing wipers, front and rear parking sensors, forward collision alert, lane departure warning, and an air ionizer. Buick removed the Preferred II and Premium trims. The upscale crossover offers lots of standard features at a low starting price, but the trade-off is some cheap interior materials. **Also Consider** Mazda CX-3, Audi Q3, Lexus UX

EPA ECON CITY/HWY: 24-27/30-33 MPG* **0-60 MPH:** 8.5-11.0 SEC* • **An affordable way to own a premium crossover**

Base Engine 1.4L/138-hp/148-lb-ft turbo I-4
Opt Engine 1.4L/153-hp/177-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD, 6A
Towing N/A
Max Cargo, Seats Up/Down 18.8/48.4 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 41%



Base Engine 2.5L/193-hp/188-lb-ft I-4
Opt Engine 3.6L/305-hp/269-lb-ft V-6
Drivetrain Front-engine, FWD/AWD, 9A
Towing 1,500-4,500 lb*
Max Cargo, Seats Up/Down 32.0*/64.2 cu ft
Basic Warranty 3 Years/36,000 miles

Chevrolet Blazer **Base Price** \$29,000-\$38,000* **Body Type** SUV **ALL-NEW** The Chevrolet Blazer is back. Slotting between the Equinox and Traverse, the five-seat Blazer will be based on the front-drive C1 car platform—a departure from its truck-based roots. Key features include a tow hitch guide, six USB ports, a wireless charger, GM's new infotainment system with an 8.0-inch touchscreen and Apple CarPlay and Android Auto integration, and active safety tech such as adaptive cruise. **Also Consider** Ford Edge, Hyundai Santa Fe, Nissan Murano

EPA ECON CITY/HWY: 18-21/26-28 MPG* **0-60 MPH:** 6.5-8.5 SEC* • **Bold and brash looks that demand attention**



Buick Envision

Base Price \$32,990-\$41,695 **Body Type** SUV

MINOR The Envision gets updated with redesigned front and rear fascias and a new grille design. The compact crossover also receives a new nine-speed transmission with the optional turbo-four engine, which now has 35 more lb-ft of torque. Standard features include HID headlights and LED taillights, an auto stop/start deactivation switch, and an air ionizer. Unfortunately, the Envision suffers from some cheap interior components. **Also Consider** Lexus NX, Acura RDX, BMW X1

Base Engine 2.5L/197-hp/192-lb-ft I-4
Opt Engine 2.0L/252-hp/295-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD, 6A/9A
Towing 1,500 lb
Max Cargo, Seats Up/Down 26.9/57.3 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 39%

EPA ECON CITY/HWY: 20-22/25-29 MPG **0-60 MPH:** 6.8-8.5 SEC* • **Buick's Chinese-built SUV gets refreshed**



Cadillac Escalade

Base Price \$76,000-\$101,000* **Body Type** SUV

UNCHANGED Cadillac's flagship SUV will enter the new model year without any major changes, but a complete redesign is expected for 2020. The Escalade is a quick, capable SUV that seats up to eight, can tow a heavy load, and can be optioned with plenty of luxury and technology. The next-gen Escalade might get an independent rear suspension to better compete with the new Lincoln Navigator. **Also Consider** Lincoln Navigator, Mercedes-Benz GLS-Class, Lexus LX 570

Base Engine 6.2L/420-hp/460-lb-ft V-8
Opt Engine None
Drivetrain Front-engine, RWD/4WD, 10A
Towing 7,900-8,300 lb
Max Cargo, Seats Up/Down 15.2-39.3/94.2-120.9 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 14/21-23 MPG **0-60 MPH:** 5.9-6.2 SEC • **A full-size SUV that can do almost anything with style**



Cadillac XT4

Base Price \$35,790-\$38,290 **Body Type** SUV

ALL-NEW The XT4 is Cadillac's new compact crossover, slotting below the larger XT5 and powered by a 2.0-liter turbo-four with available AWD. The XT4 comes with Cadillac's first infotainment rotary controller, but the standard 8.0-inch touchscreen can also be used. Near-field communication tech should make phone pairing easier, and the four standard USB ports and available wireless charging make recharging easy. **Also Consider** Jaguar E-Pace, Acura RDX, Infiniti QX50

Base Engine 2.0L/237-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 9A
Towing 3,500 lb
Max Cargo, Seats Up/Down 22.5/48.9 cu ft
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 23-25/29-30 MPG* **0-60 MPH:** 7.0-7.5 SEC* • **Cadillac finally enters a growing segment**



Cadillac XT5

Base Price \$42,690-\$45,690 **Body Type** SUV

UNCHANGED Like the mechanically related GMC Acadia, the Cadillac XT5 comes standard with lots of tech features, such as a Wi-Fi hot spot, wireless phone charging, and smartphone connectivity. The XT5 is a more affordable alternative to pricier German rivals, and it offers premium features such as semi-aniline leather seats. We like its sharp handling and smooth ride, but its powertrain disappoints. **Also Consider** Lexus RX, Audi Q5, BMW X3

Base Engine 3.6L/310-hp/271-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 8A
Towing 3,500 lb
Max Cargo, Seats Up/Down 30.0/63.0 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 4-5 Stars
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 18-19/25-26 MPG **0-60 MPH:** 6.4-6.5 SEC • **A comfortable, roomy replacement for sedans**



Chevrolet Colorado

Base Price \$21,495-\$43,495 **Body Type** Pickup

MINOR The base model won't see many changes, but an even more hardcore off-road model could slot above the ZR2 in the lineup. Reportedly called the ZR2 Bison, this rock-stomping performance variant will likely build on the capabilities of the standard Colorado ZR2 with its own suspension tuning and better approach and departure angles. The current Colorado was named our Truck of the Year for 2015 and 2016. **Also Consider** GMC Canyon, Toyota Tacoma, Ford Ranger

Base Engine 2.5L/200-hp/191-lb-ft I-4
Opt Engine 3.6L/308-hp/275-lb-ft V-6;
 2.8L/186-hp/369-lb-ft t-diesel I-4
Drivetrain Front-engine, RWD/4WD,
 6M/8A/6A
Towing 3,500-7,700 lb
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 58%

EPA ECON CITY/HWY: 16-22/18-30 MPG **0-60 MPH:** 7.1-9.7 SEC • Well rounded and does everything you ask of a truck and then some



Chevrolet Equinox

Base Price \$24,795-\$33,795 **Body Type** SUV

UNCHANGED The redesigned Equinox got smaller last year to make room for the Blazer in the lineup and now straddles the line between compact and midsize SUV. Chevrolet's latest multimedia system will come standard on the 2019 Equinox and feature a 70- or 8.0-inch touchscreen, depending on trim level. Like with the outgoing system, Apple CarPlay and Android Auto integration are standard across the Equinox lineup. **Also Consider** Honda CR-V, Toyota RAV4, Mazda CX-5

Base Engine 1.5L/170-hp/203-lb-ft turbo I-4
Opt Engine 2.0L/252-hp/260-lb-ft turbo I-4;
 1.6L/137-hp/240-lb-ft t-diesel I-4
Drivetrain Front-engine, FWD/AWD, 6A/9A
Towing 3,500 lb
Max Cargo, Seats Up/Down 29.9/63.5 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4-5 Stars
IntelliChoice 5-Year Retained Value 48%

EPA ECON CITY/HWY: 22-28/28-39 MPG **0-60 MPH:** 6.6-9.2 SEC • Turbocharged and ready to go head-on against segment leaders



Chevrolet Silverado

Base Price \$29,795-\$54,495 **Body Type** Pickup

MAJOR The redesigned Silverado has a more brash exterior, and Chevy claims it weighs as much as 450 pounds less than the truck it replaces. Two engines join the lineup: a turbo-four and a turbodiesel I-6. The latter should be the most efficient option. Like its predecessor, the 2019 Silverado will be available in everything from a work truck to a luxury-oriented High Country model and an off-road variant called the Trail Boss. **Also Consider** Ford F-150, GMC Sierra 1500, Ram 1500

Base Engine 4.3L/285-hp/305-lb-ft V-6
Opt Engine 2.7L/310-hp/348-lb-ft turbo I-4;
 5.3L/355-hp/383-lb-ft V-8; 6.2L/420-hp/460-
 lb-ft V-8; 3.0L/255-hp/430-lb-ft t-diesel I-6*
Drivetrain Front-engine, RWD/AWD/4WD,
 6A/8A/10A
Towing 6,000-13,000 lb*
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 58%

EPA ECON CITY/HWY: 15-22/19-29 MPG* **0-60 MPH:** 6.0-8.5 SEC* • Lighter and more attention-grabbing than its predecessors



Chevrolet Silverado HD

Base Price \$38,995-\$60,695 **Body Type** Pickup

UNCHANGED Not much is expected to change for the Silverado HD except for new exterior colors and additional standard features on lower trims. A redesigned truck should arrive soon and, like the Silverado 1500, could be significantly lighter than the truck it replaces. Expect a range of gas and diesel engine options to return, possibly with major updates to improve fuel efficiency and add power.

Also Consider Ram 2500, Ford Super Duty, GMC Sierra HD

Base Engine 6.0L/360-hp/380-lb-ft V-8
Opt Engine 6.6L/445-hp/910-lb-ft t-diesel V-8
Drivetrain Front-engine, RWD/AWD/4WD, 6A
Towing 12,400-23,200 lb
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 59%

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 6.5-8.3 SEC* • Heavy-duty capability with an imposing design



Chevrolet Tahoe/Suburban

Base Price \$49,195-\$69,500* **Body Type** SUV

MINOR Chevrolet has expanded the availability of the RST Performance package to the Suburban, so you can have the 6.2-liter V-8 and a performance-oriented version of Magnetic Ride Control on the Tahoe's larger sibling. Additional features available to the Suburban RST will include a braking package with Brembo front brakes with oversized pads and six pistons. Towing capacity is expected to increase.

Also Consider GMC Yukon, Ford Expedition, Dodge Durango

Base Engine 5.3L/355-365-hp/383-lb-ft V-8
Opt Engine 6.2L/420-hp/460-lb-ft V-8
Drivetrain Front-engine, RWD/AWD/4WD,
 6A/10A
Towing 8,000-8,600 lb
Max Cargo, Seats Up/Down 15.3-39.3/94.7-
 121.7 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 54%

EPA ECON CITY/HWY: 14-16/20-23 MPG **0-60 MPH:** 5.8-7.9 SEC • Hauls people and gear, and hauls ass on the road



Chevrolet Traverse

Base Price \$30,925-\$53,995 **Body Type** SUV

MINOR Redesigned last year, the Traverse doesn't get many updates except for a Premier badge on the liftgate on the Premier trim and silver roof racks on the Premier and High Country models as part of the Hit the Road package. The new infotainment system comes with a 70- or 8.0-inch touchscreen depending on trim level. Apple CarPlay and Android Auto are standard on all models. **Also Consider** Toyota Highlander, Subaru Ascent, Volkswagen Atlas

Base Engine 3.6L/310-hp/266-lb-ft V-6
Opt Engine 2.0L/257-hp/295-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD, 9A
Towing 1,500-5,000 lb
Max Cargo, Seats Up/Down 23.0/98.2 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 17-20/25-27 MPG **0-60 MPH:** 6.4-7.1 SEC • A class leader in size and space



Chevrolet Trax

Base Price \$22,195-\$29,995 **Body Type** SUV

UNCHANGED No changes are expected for the Trax save for some possible new exterior colors. A Redline Edition added last year features black 18-inch alloy wheels with red accent stripes, a black grille and side mirror covers, and black badges. Another special edition could join the lineup before the debut of the next generation, which should arrive sometime around 2020, possibly with a more powerful engine.

Also Consider Honda HR-V, Hyundai Kona, Nissan Kicks

EPA ECON CITY/HWY: 24-25/30-33 MPG **0-60 MPH:** 9.0-10.1 • **Made for those who can't live without their smartphones**

Base Engine 1.4L/138-hp/148-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 6A
Towing N/A
Max Cargo, Seats Up/Down 18.7/48.4 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 43%



Dodge Durango

Base Price \$31,500-\$65,000* **Body Type** SUV

UNCHANGED After introducing the 475-horsepower Durango SRT last year, Dodge will leave its midsize SUV alone for 2019. Three colors have been added, and the features list will get a few tweaks. The SRT version will be available with high-performance Brembo brakes, and Dodge will offer a premium Harman Kardon audio system on the three highest trims. GT models can now be ordered with an SRT nose.

Also Consider Honda Pilot, Subaru Ascent, Volkswagen Atlas

EPA ECON CITY/HWY: 13-19/19-26 MPG **0-60 MPH:** 4.6-8.0 SEC • **A three-row SUV with plenty of power**

Base Engine 3.6L/293-295-hp/260-lb-ft V-6
Opt Engine 5.7L/360-hp/390-lb-ft V-8;
 6.4L/475-hp/470-lb-ft V-8
Drivetrain Front-engine, RWD/AWD/4WD, 8A
Towing 6,200-8,700 lb
Max Cargo, Seats Up/Down 17.2/84.5 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 50%



Dodge Journey

Base Price \$24,500-\$34,500* **Body Type** SUV

UNCHANGED Dodge's old but affordable three-row crossover will only get a few updates this year. The Journey SXT no longer exists. Features such as three-zone climate control are now standard on the base SE model. Dodge also lowered the cost of some options: Equipping the Journey SE with a V-6 will be \$2,200 less expensive, and the cost of the Blacktop appearance package drops by \$2,300. **Also Consider** Volkswagen Tiguan, Hyundai Santa Fe XL, Kia Sorento

EPA ECON CITY/HWY: 16-19/24-25 MPG **0-60 MPH:** 7.9-9.0 SEC* • **An affordable three-row crossover**

Base Engine 2.4L/173-hp/166-lb-ft I-4
Opt Engine 3.6L/283-hp/260-lb-ft V-6
Drivetrain Front-engine, FWD/AWD, 4A/6A
Towing 1,000-2,500 lb
Max Cargo, Seats Up/Down 10.7/67.6 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 43%



Fiat 500X

Base Price \$21,500-\$25,500* **Body Type** SUV

MINOR In mid-2018, Fiat introduced the 500X Adventurer Edition with black roof rails, orange side mirror covers and body graphics, and 18-inch alloy wheels. A refreshed 500X should arrive by next year and could get mild exterior styling tweaks, LED headlights, and possibly a revised interior. Midway through 2018, a new appearance package added satin chrome exterior accents, automatic headlights, and 17-inch alloy wheels.

Also Consider Jeep Renegade, Hyundai Kona, Mazda CX-3

EPA ECON CITY/HWY: 21-25/29-33 MPG **0-60 MPH:** 8.2-8.5 SEC • **The Italian small crossover puts an emphasis on style**

Base Engine 1.4L/160-hp/184-lb-ft turbo I-4
Opt Engine 2.4L/180-hp/175-lb-ft I-4
Drivetrain Front-engine, FWD/AWD, 6M/9A
Towing N/A
Max Cargo, Seats Up/Down 12.2/32.1 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 35%



Ford Bronco

Base Price \$35,000-\$50,000* **Body Type** SUV

ALL-NEW The new Bronco marks the return of a storied nameplate. Likely sharing its underpinnings with the 2019 Ranger, the Bronco could be powered by Ford's EcoBoost engine lineup coupled to a 10-speed automatic. Expect a full range of active safety tech with the latest iteration of Ford's Sync 3 infotainment system. A hardcore off-road model could arrive after the standard Bronco. **Also Consider** Jeep Wrangler, Toyota 4Runner, Subaru Outback

EPA ECON CITY/HWY: 15-18/19-23 MPG* **0-60 MPH:** 6.5-8.0 SEC* • **A legend returns with the same rugged capability**

Base Engine 2.3L/280-hp/310-lb-ft turbo I-4*
Opt Engine 3.5L/365-hp/350-lb-ft twin-turbo V-6*;
 2.3L turbo I-4 + elec, 350 hp comb*
Drivetrain Front-engine, RWD/4WD*, 10A*
Towing 3,000-5,000 lb
Max Cargo, Seats Up/Down 25.0*/50.5 cu ft*
Basic Warranty 3 years/36,000 miles



Ford EcoSport

Base Price \$21,000-\$28,000* **Body Type** SUV

UNCHANGED The EcoSport went on sale in the U.S. as a 2018 model but has been sold elsewhere since 2013. Ford gave the global model a midcycle refresh before importing it here, so it doesn't look quite as long in the tooth as one might expect from a 6-year-old vehicle. Although it's underpowered and under-sized, the EcoSport offers lots of storage. The optional 8.0-inch touchscreen supports Apple CarPlay and Android Auto.

Also Consider Honda HR-V, Hyundai Kona, Subaru Crosstrek

EPA ECON CITY/HWY: 23-27/29 MPG **0-60 MPH:** 9.0-10.7 SEC* • **A Fiesta-based crossover for young buyers**

Base Engine 1.0L/123-hp/125-lb-ft turbo I-3
Opt Engine 2.0L/166-hp/149-lb-ft I-4
Drivetrain Front-engine, FWD/AWD, 6A
Towing 2,000 lb
Max Cargo, Seats Up/Down 20.9/50.0 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 46%



Ford Edge

Base Price \$31,000-\$42,000* **Body Type** SUV

MINOR The second-gen Edge will get a refresh for 2019, four years after it first went on sale. Most of the effort focused on the front and rear ends, but the interior received a few updates, as well. Ford also added its first performance SUV, the Edge ST, to the lineup. Ford Performance gave the Edge ST more power than the outgoing Sport model, bigger brakes, and a sport-tuned suspension. **Also Consider** Hyundai Santa Fe, Nissan Murano, Chevrolet Blazer

EPA ECON CITY/HWY: 17-21/24-29 MPG* **0-60 MPH:** 5.5-7.5 SEC* • **Ford's two-row midsize SUV gets even sportier**

Base Engine 2.0L/250-hp/275-lb-ft turbo I-4
Opt Engine 2.7L/335-hp/380-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD, 8A
Towing 1,500-3,500 lb*
Max Cargo, Seats Up/Down 39.2/73.4 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 47%



Ford Escape

Base Price \$25,000-\$34,500* **Body Type** SUV

UNCHANGED Ford will most likely redesign the Escape for 2020, so there's a good chance we'll see the new design in the next year. In the interim, don't expect many changes, but deals should abound on the showroom floor. Despite its age, the Escape is one of the more fun-to-drive crossovers in the segment, and a previous update added adaptive cruise control, lane keep assist, Amazon Alexa support, and other modern tech. **Also Consider** Honda CR-V, Mazda CX-5, Toyota RAV4

EPA ECON CITY/HWY: 20-23/27-30 MPG **0-60 MPH:** 7.3-9.6 SEC • **A sporty CUV biding its time before a big redesign**

Base Engine 2.5L/168-hp/170-lb-ft I-4
Opt Engine 1.5L/179-hp/177-lb-ft turbo I-4;
 2.0L/245-hp/275-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD, 6A
Towing 1,500-3,500 lb
Max Cargo, Seats Up/Down 34.0/68.0 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 45%

COMPARISON TEST
WINNER



Ford Expedition

Base Price \$53,000-\$77,000* **Body Type** SUV

UNCHANGED Ford came out swinging when it introduced the redesigned Expedition last year, and it probably won't make many changes for the 2019 model year. The Expedition is spacious, comfortable, powerful, efficient, and loaded with technology. Unlike some of its competitors, it also offers easy access to the third row. It's easily the best mainstream full-size SUV despite strong competition. **Also Consider** Chevrolet Tahoe/Suburban, Nissan Armada, Toyota Sequoia

EPA ECON CITY/HWY: 16-17/21-24 MPG **0-60 MPH:** 6.2-6.5 SEC* • **The new king of the full-size SUV segment**

Base Engine 3.5L/375-400-hp/470-480-lb-ft twin-turbo V-6
Opt Engine None
Drivetrain Front-engine, RWD/AWD/4WD, 10A
Towing 9,300 lb
Max Cargo, Seats Up/Down 20.9-36.0/104.6-121.5 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 50%



Ford Explorer

Base Price \$33,000-\$55,000* **Body Type** SUV

UNCHANGED Following a small update last year that added more modern safety and driver-assistance features, the Explorer is unlikely to see any significant changes for the 2019 model year. We expect Ford to reveal the 2020 Explorer early next year. Not only will it be the SUV's first redesign since 2011, rumors also suggest it will mark the Explorer's return to a rear-drive platform and will also spawn an ST version.

Also Consider Dodge Durango, Honda Pilot, Subaru Ascent

EPA ECON CITY/HWY: 16-19/22-27 MPG **0-60 MPH:** 6.4-8.2 SEC • **Ford's popular three-row SUV holds on for one more year**

Base Engine 3.5L/290-hp/255-lb-ft V-6
Opt Engine 2.3L/280-hp/310-lb-ft turbo I-4;
 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD, 6A
Towing 2,000-5,000 lb
Max Cargo, Seats Up/Down 21.0/81.7 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 50%

TRUCK OF THE YEAR
WINNER



Ford F-150

Base Price \$29,500-\$63,000* **Body Type** Pickup

MINOR Last year the F-150 received a midcycle refresh, which added a new transmission and several engine options. The new diesel version displaces the Ram 1500 EcoDiesel as the most fuel-efficient full-size pickup on the market. For 2019, the capable F-150 Raptor gets Recaro seats and even better off-road performance thanks to improved shocks, upgraded dampers, and a crawl control system. A hybrid arrives in 2020.

Also Consider Chevrolet Silverado, Nissan Titan, Ram 1500

EPA ECON CITY/HWY: 15-22/18-30 MPG **0-60 MPH:** 5.2-7.8 SEC • **The best-selling truck in the country is now the most fuel efficient**

Base Engine 3.3L/290-hp/265-lb-ft V-6
Opt Engine 2.7L/325-hp/400-lb-ft twin-turbo V-6;
 5.0L/395-hp/400-lb-ft V-8;
 3.0L/250-hp/440-lb-ft t-diesel V-6; 3.5L/375-450-hp/470-510-lb-ft twin-turbo V-6
Drivetrain Front-engine, RWD/4WD, 6A/10A
Towing 5,000-12,000 lb
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 57%



Ford Flex

Base Price \$31,570-\$47,995 **Body Type** SUV

UNCHANGED The Flex turns 10 this year, and the three-row crossover has received only a single refresh in that time. Ford reportedly plans to cancel it in 2020, but at least for this year, the Flex continues on unchanged. Never a huge sales success, the Flex offers a combination of unique styling, practicality, comfort, and affordability. With the optional turbocharged V-6, the Flex is also deceptively quick. **Also Consider** Honda Pilot, Toyota Highlander, Volkswagen Atlas

EPA ECON CITY/HWY: 15-16/21-23 MPG **0-60 MPH:** 5.9-7.9 SEC • **A wagonlike CUV for families who want to stand out**

Base Engine 3.5L/287-hp/254-lb-ft V-6
Opt Engine 3.5L 365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD, 6A
Towing 4,500 lb
Max Cargo, Seats Up/Down 15.0/83.2 cu ft
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 45%



Base Engine 2.3L/280-hp/310-lb-ft twin-turbo I-4*
Opt Engine None
Drivetrain Front-engine, RWD/4WD, 10A
Towing 3,500-7,500 lb*
Basic Warranty 3 years/36,000 miles

Ford Ranger **Base Price** \$21,000-\$35,000* **Body Type** Pickup **ALL-NEW** After seven years away, the Ford Ranger midsize pickup returns to the U.S. with a slight design tweak to the foreign-market version. The truck will be available in SuperCab and SuperCrew versions; no word whether a diesel engine will be available. Our sources tell us not to expect the globally engineered Ranger Raptor to come to the U.S. before 2021 when the Ranger is redesigned.

Also Consider Chevrolet Colorado, Honda Ridgeline, Toyota Tacoma

EPA ECON CITY/HWY: 21/29 MPG* **0-60 MPH:** 7.5 SEC* • **Ford's midsize pickup returns to the U.S.**



Ford Focus Active

Base Price \$22,500* **Body Type** SUV

MAJOR Starting in the second half of 2019, buyers interested in the redesigned Focus will have one option: a lifted hatch called the Focus Active. Aimed squarely at the Subaru Crosstrek, the Focus Active will offer a comparable 8.7 inches of ground clearance. With so much time until the Focus Active goes on sale, information is limited, but we're looking forward to testing it against the competition. **Also Consider** Hyundai Kona, Subaru Crosstrek, Volkswagen Golf Alltrack

Base Engine: 1.5L/145-hp/160-lb-ft turbo I-3*
Opt Engine: None*
Drivetrain Front-engine, FWD/AWD*
Transmission 8A*
Basic Warranty 3 years/36,000 miles

EPA ECON CITY/HWY: 30/40 MPG* **0-60 MPH:** 8.5 SEC* • **A hatch with enough ground clearance to be a CUV**



Ford Super Duty

Base Price \$35,000-\$88,000* **Body Type** Pickup

UNCHANGED The 2017 *Motor Trend* Truck of the Year will get a midcycle refresh next year, which should include revisions to the front and rear ends and a switch to Ford's 10-speed automatic. There's also a rumor of a new 7.0-liter V-8. That updated truck will most likely be sold as a 2020 model, though, with the 2019 F-250, F-350, and F-450 carrying over essentially unchanged from last year. **Also Consider** Chevrolet Silverado HD, GMC Sierra HD, Ram HD

Base Engine 6.2L/385-hp/430-lb-ft V-8
Opt Engine 6.7L/450-hp/935-lb-ft t-diesel V-8
Drivetrain Front-engine, RWD/4WD, 6A
Towing 12,300-32,000 lb
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 56%

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 6.5-8.0 SEC* • **Still the best heavy-duty pickup on the market**



GMC Acadia

Base Price \$29,995-\$48,890 **Body Type** SUV

UNCHANGED The All Terrain package receives a new wheel design with all-terrain tires, and a new Black Edition adds 20-inch wheels with black accents and black exterior trim pieces. Buyers can choose between a well-equipped trim such as the SLT-1, the All Terrain package for added capability, or the luxurious Denali model. The Acadia is well packaged, offering a spacious second row and a third row that folds flat. **Also Consider** Toyota Highlander, Honda Pilot, Mazda CX-9

Base Engine 2.5L/193-hp/188-lb-ft I-4
Opt Engine 3.6L/310-hp/271-lb-ft V-6
Drivetrain Front-engine, FWD/AWD, 6A
Towing 4,000 lb
Max Cargo, Seats Up/Down 12.8/79.0 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4-5 Stars
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 17-21/25-26 MPG **0-60 MPH:** 6.7-9.5 SEC* • **Three rows of bonus luxury**



GMC Canyon

Base Price \$22,395-\$44,795 **Body Type** Pickup

UNCHANGED GMC's midsize truck is a more affordable and efficient alternative to a full-size pickup. It gains an updated infotainment system, an upgraded rearview camera, optional rear parking sensors, expanded availability of wireless charging and heated steering wheel features, and a new 17-inch wheel design. Like its Chevrolet Colorado twin, it can be configured with a crew cab and a short or long bed.

Also Consider Toyota Tacoma, Chevrolet Colorado, Ford Ranger

Base Engine 2.5L/200-hp/191-lb-ft I-4
Opt Engine 3.6L/308-hp/275-lb-ft V-6;
 2.8L/186-hp/369-lb-ft t-diesel I-4
Drivetrain Front-engine, RWD/4WD,
 6M/8A/6A
Towing 3,500-7,700 lb
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 55%

EPA ECON CITY/HWY: 17-22/24-30 MPG **0-60 MPH:** 6.8-9.3 SEC* • **Rugged or luxurious, the Canyon offers lots of choices**

There's a big life inside every Ascent.[™]

Presenting the all-new 3-row 2019 Subaru Ascent.



Families grow and so does the list of things you want to see together. That's why we've built our biggest SUV ever. Standard Symmetrical All-Wheel Drive + up to 27 mpg*. Room for up to 8 passengers, with a choice of second-row captain's chairs or bench seating. You can even tow up to 5,000 pounds† **Love is now bigger than ever.**



Ascent. Well-equipped at \$31,995.**

Subaru is a registered trademark. *EPA-estimated highway fuel economy for 2019 Subaru Ascent and Ascent Premium models with standard equipment. 2019 Subaru Ascent Limited shown is rated at 26 mpg highway. Actual mileage may vary. †Maximum towing capacity varies by trim level. Trailer brakes may be needed. See your retailer for details. **MSRP excludes destination and delivery charges, tax, title, and registration fees. Retailer sets actual price. Certain equipment may be required in specific states, which can modify your MSRP. See your retailer for details. 2019 Subaru Ascent Limited shown has an MSRP of \$41,945. Vehicle shown with accessory equipment.



EPA ECON CITY/HWY: 15-22/19-30 MPG* 0-60 MPH: 5.8-8.0 SEC* • A premium way to get it done

GMC Sierra

Base Price \$31,000-\$61,000* **Body Type** Pickup

MAJOR The redesigned Sierra enters a new generation offering engines from last year plus 3.0-liter turbodiesel I-6 and 2.7-liter turbo-four options. The new pickup offers a few firsts for GMC, including the Multi-Pro tailgate, a carbon-fiber bed, a trailering system with an app, a multicolor head-up display, and a rearview camera in the rearview mirror. A package of driver-assist features and a surround-view camera system are optional.

Also Consider Ford F-150, Ram 1500, Chevrolet Silverado

Base Engine 4.3L/285-hp/305-lb-ft V-6
Opt Engine 2.7L/310-hp/348-lb-ft turbo I-4; 3.0L/250-hp/445-lb-ft t-diesel I-6*; 5.3L/355-hp/383-lb-ft V-8; 6.2L/420-hp/460-lb-ft V-8
Drivetrain Front-engine, RWD/AWD/4WD, 6A/8A/10A
Towing 9,800-12,200 lb
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 57%



EPA ECON CITY/HWY: NOT RATED 0-60 MPH: 6.5-8.0 SEC* • Getting the hardest jobs done with style

GMC Sierra HD

Base Price \$39,595-\$70,090 **Body Type** Pickup

UNCHANGED The GMC Sierra 2500HD and 3500HD heavy-duty trucks will soldier on unchanged, but expect a full redesign for 2020 based on the new platform that underpins the 2019 Sierra 1500. Built for tough jobs, the HD models offer 6-foot-6-inch or 8-foot beds, the Gooseneck/Fifth Wheel trailering package, a dealer-available trailering camera system, and optional LED bed lighting.

Also Consider Ford Super Duty, Ram HD, Chevrolet Silverado HD

Base Engine 6.0L/360-hp/380-lb-ft V-8
Opt Engine 6.6L/445-hp/910-lb-ft t-diesel V-8
Drivetrain Front-engine, RWD/4WD, 6A
Towing 12,400-23,100 lb
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 58%



EPA ECON CITY/HWY: 21-28/26-39 MPG 0-60 MPH: 6.8-9.2 SEC • More styling options on GMC's techy compact crossover

GMC Terrain

Base Price \$25,995-\$40,495 **Body Type** SUV

UNCHANGED Redesigned last year, the compact two-row Terrain receives a Black Edition, a Chrome package, and adaptive cruise control for 2019. Automatic emergency braking has been added to the Driver Alert package II. The optional turbodiesel is uncommon for the segment and provides good fuel economy. The GMC offers a more responsive chassis and a more luxurious interior than its Chevrolet Equinox sibling.

Also Consider Honda CR-V, Volvo XC40, Acura RDX

Base Engine 1.5L/170-hp/203-lb-ft turbo I-4
Opt Engine 2.0L/252-hp/260-lb-ft turbo I-4; 1.6L/137-hp/240-lb-ft t-diesel I-4
Drivetrain Front-engine, FWD/AWD, 6A/9A
Towing 1,500-3,500 lb
Max Cargo, Seats Up/Down 29.6/63.3 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 48%



EPA ECON CITY/HWY: 14-15/20-22 MPG 0-60 MPH: 6.2-6.9 SEC • When the Tahoe isn't enough and the Escalade is too much

GMC Yukon

Base Price \$50,795-\$73,595 **Body Type** SUV

UNCHANGED The GMC Yukon receives a new Graphite Edition with 22-inch wheels and gloss black exterior trim; the new Graphite Performance Edition adds a larger V-8, an 8.0-inch digital instrument cluster, a head-up display, and Magnetic Ride Control. Like its less premium Tahoe stablemate, the Yukon offers an even longer version (Yukon XL) with more cargo space and third-row legroom.

Also Consider Lincoln Navigator, Chevrolet Tahoe, Nissan Armada

Base Engine 5.3L/355-hp/383-lb-ft V-8
Opt Engine 6.2L/420-hp/460-lb-ft V-8
Drivetrain Front-engine, RWD/AWD/4WD, 6A/10A
Towing 7,900-8,500 lb
Max Cargo, Seats Up/Down 15.3-39.3/94.7-121.1 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 52%



EPA ECON CITY/HWY: 25-28/31-34 MPG 0-60 MPH: 7.5-7.7 SEC • Still the crossover to beat in a very competitive class

Honda CR-V

Base Price \$25,500-\$35,500* **Body Type** SUV

UNCHANGED Our 2018 SUV of the Year will likely go unchanged for 2019, which means the same spacious, quick, safe, and fun-yet-functional package returns. Small outside yet big inside, there's much to recommend here. With the Toyota RAV4 gas and hybrid models new for 2019, look for Honda to potentially introduce a CR-V hybrid for 2020, but don't count on the three-row version sold overseas reaching our shores.

Also Consider Mazda CX-5, Toyota RAV4, Subaru Forester

Base Engine 2.4L/184-hp/180-lb-ft I-4
Opt Engine 1.5L/190-hp/179-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD, CVT
Towing 1,500 lb
Max Cargo, Seats Up/Down 39.2/75.8 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 52%



EPA ECON CITY/HWY: 26-28/31-34 MPG* 0-60 MPH: 9.5 SEC* • Impressive packaging in a small package

Honda HR-V

Base Price \$21,515-\$29,535 **Body Type** SUV

MINOR Honda's slow but spacious subcompact crossover gets refreshed this year. Most buyers will likely appreciate changes inside the car. EX and above trims now offer Apple CarPlay and Android Auto on a 7.0-inch touchscreen, and the HR-V is said to be quieter. Sport and Touring trims are new, and Honda has updated the CVT, AWD system, and steering. Active safety tech is available; the manual transmission is no more.

Also Consider Nissan Kicks, Subaru Crosstrek, Hyundai Kona

Base Engine 1.8L/141-hp/127-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, CVT
Towing N/A
Max Cargo, Seats Up/Down 24.3/58.8 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 51%



Honda Pilot

Base Price \$32,445-\$49,015 **Body Type** SUV

MINOR A stereo volume knob and a wider availability of safety tech headline the changes to the Pilot for 2019. Every Pilot now gets active safety tech as standard equipment. Honda's largest crossover wears freshened sheetmetal, and the available nine-speed auto has been retuned—a good thing considering the issues we had with our long-termer. A larger entertainment system is now available. **Also Consider** Mazda CX-9, Dodge Durango, Chevrolet Traverse

EPA ECON CITY/HWY: 18-20/26-27 MPG **0-60 MPH:** 6.2-6.5 SEC* • **Honda's updated people mover for buyers who won't drive a minivan**

Base Engine 3.5L/280-hp/262-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 6A/9A
Towing 3,500-5,000 lb
Max Cargo, Seats Up/Down 16.0/83.9 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 52%



Honda Ridgeline

Base Price \$30,985-\$43,415 **Body Type** Pickup

UNCHANGED Honda's unique four-door truck enters 2019 with a couple minor feature additions in advance of the 2020 model, which could see the six-speed automatic replaced by a different transmission. For 2019, lower-trim Ridgelines add a second USB port, and the midlevel RTL and RTL-T have a standard power-sliding rear window and moonroof. The tailgate can open downward or swing to the side. **Also Consider** Chevrolet Colorado, Toyota Tacoma

EPA ECON CITY/HWY: 18-19/25-26 MPG **0-60 MPH:** 6.4-7.6 SEC* • **The crossover-truck soldiers on another year**

Base Engine 3.5L/280-hp/262-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 6A
Towing 3,500-5,000 lb
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 60%



Hyundai Kona

Base Price \$20,500-\$35,000* **Body Type** SUV

MINOR The Kona EV, an all-electric variant aimed at the Chevrolet Bolt EV, will join the lineup. Unlike the gas-powered Kona, the EV is front-drive only and features a unique exterior design that forgoes the body armor for better aerodynamics. In typical Hyundai fashion, even the base Kona EV is equipped with adaptive cruise control, forward collision warning, and automatic emergency braking. **Also Consider** Honda HR-V, Jeep Renegade, Nissan Kicks

EPA ECON CITY/HWY: 25-28/29-33 MPG; **EV RANGE:** 250 MILES* **0-60 MPH:** 7.0-9.0 SEC* • **A funky small crossover, also in electrified form**

Base Engine 2.0L/147-hp/132-lb-ft I-4
Opt Engine 1.6L/175-hp/195-lb-ft turbo I-4; 201-hp/291-lb-ft electric
Drivetrain Front engine/motor, FWD/AWD, 6A/7-sp twin-cl auto/1A
Towing N/A
Max Cargo, Seats Up/Down 19.2/45.8 cu ft
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 48%



Hyundai Santa Fe

Base Price \$26,480-\$36,880 **Body Type** SUV

MAJOR Hyundai has redesigned the Santa Fe, which replaces the five-passenger Santa Fe Sport model; the outgoing three-row Santa Fe becomes the Santa Fe XL. The wheelbase grows by 2 inches, nearly all going to second-row legroom. Gas engines carry over; a diesel will arrive in 2019. All trims come with a full suite of active safety tech. Diesel models will come with a third row, allowing the Santa Fe to seat seven in a pinch. **Also Consider** Ford Edge, Subaru Outback, Nissan Murano

EPA ECON CITY/HWY: 19-24/25-31 MPG* **0-60 MPH:** 8.0-9.5 SEC* • **More distinctive and safer than ever**

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engine 2.0L/235-hp/260-lb-ft turbo I-4; 2.2L/190-hp/322-lb-ft t-diesel I-4
Drivetrain Front-engine, FWD/AWD, 8A
Towing 2,000-3,500 lb*
Max Cargo, Seats Up/Down 11.6/71.5 cu ft
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 47%



Hyundai Santa Fe XL

Base Price \$32,000-\$42,500* **Body Type** SUV

UNCHANGED The three-row Santa Fe has been renamed the Santa Fe XL, but the rest of the crossover carries over unchanged. With seating for up to seven, the Santa Fe XL will remain as Hyundai's largest crossover, but it will soon be replaced. Expect the Santa Fe XL to be on sale for just one model year. Hyundai's new large crossover with seating for up to eight should reach showrooms before the end of 2019. **Also Consider** Honda Pilot, Toyota Highlander, Ford Explorer

EPA ECON CITY/HWY: 17-22/22-29 MPG **0-60 MPH:** 7.3 SEC • **The last hurrah for the previous-generation Santa Fe**

Base Engine 3.3L/290-hp/252-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 6A
Towing 5,000 lb
Max Cargo, Seats Up/Down 13.5/ 80.0 cu ft
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 43%



Hyundai Tucson

Base Price \$23,500-\$32,000* **Body Type** SUV

MAJOR In addition to an exterior refresh, the Tucson gets a new 2.4-liter I-4 that replaces the 1.6-liter turbo I-4 as the range-topping engine. The seven-speed twin-clutch transmission that paired with that engine is also gone, so all models now get a six-speed automatic. Adaptive cruise control, driver attention alert, and pedestrian detection are now available on the Limited trim. LED headlights come standard on the Sport and Limited trims. **Also Consider** Mazda CX-5, Toyota RAV4, Honda CR-V

EPA ECON CITY/HWY: 21-23/25-30 MPG **0-60 MPH:** 8.0-9.7 SEC* • **More power and safety to go with the refreshed looks**

Base Engine 2.0L/164-hp/151-lb-ft I-4
Opt Engine 2.4L/181-hp/175-lb-ft I-4
Drivetrain Front-engine, FWD/AWD, 6A
Towing 1,500 lb
Max Cargo, Seats Up/Down 31.0/61.9 cu ft
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 48%



Infiniti QX30

Base Price \$31,000-\$35,500* **Body Type** SUV

UNCHANGED Midway through 2018, Infiniti revised the QX30's trim level structure, added automatic emergency braking on all trims, made the panoramic sunroof standard on most, and introduced the City Black package. For 2019, the Luxe trim became available with the Navigation package and 19-inch wheels with run-flat summer tires. The QX30 is Infiniti's version of the Mercedes-Benz GLA-Class.

Also Consider Volvo XC40, Mercedes-Benz GLA-Class, BMW X1

EPA ECON CITY/HWY: 21-24/30-33 MPG **0-60 MPH:** 6.2 SEC • Infiniti's most affordable offering packs sport and style

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 7-sp twin-cl auto
Towing N/A
Max Cargo, Seats Up/Down 19.2/34.0 cu ft
Basic Warranty 4 years/60,000 miles
IntelliChoice 5-Year Retained Value 50%



Infiniti QX50

Base Price \$37,545-\$39,345 **Body Type** SUV

MAJOR Infiniti loads the redesigned QX50 with lots of tech, including the optional ProActive driver-assist system, which features forward and reverse automatic braking and electronic steering. Its 2.0-liter VC-Turbo variable-compression engine is the first in a production car; it provides strong power with impressive fuel economy. However, the underwhelming CVT is a poor match. A towing package is offered on AWD models.

Also Consider Acura RDX, Lexus NX, Cadillac XT4

EPA ECON CITY/HWY: 24/30-31 MPG **0-60 MPH:** 6.4 SEC • Watch out, segment leaders—the QX50 is a serious contender

Base Engine 2.0L/268-hp/280-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, CVT
Towing 3,000 lb
Max Cargo, Seats Up/Down 31.4/65.1 cu ft
Basic Warranty 4 years/60,000 miles



Infiniti QX60

Base Price \$44,500-\$46,000* **Body Type** SUV

UNCHANGED Infiniti adds Pure, Luxe, and Limited trims, the latter receiving Stone-colored semi-aniline leather seats, dark silver wood accents, dark chrome exterior trim, and 20-inch dark wheels. Blind-spot monitoring and automatic emergency braking are now standard on all trims. The upgraded ProAssist package now has lane departure warning with lane keep assist and blind-spot monitoring. The three-row QX60 seats up to seven.

Also Consider Acura MDX, Buick Enclave, Volvo XC90

EPA ECON CITY/HWY: 19-20/26-27 MPG **0-60 MPH:** 7.7 SEC • Infiniti adds more style and technology to one of its most popular models

Base Engine 3.5L/295-hp/270-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD/AWD, CVT
Towing 5,000 lb
Max Cargo, Seats Up/Down 16.0/76.2 cu ft
Basic Warranty 4 years/60,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 50%



Infiniti QX80

Base Price \$66,000-\$74,000* **Body Type** SUV

UNCHANGED Infiniti's flagship SUV has dark 22-inch wheels and quilted semi-aniline leather and Alcantara seats on its top Limited trim. Automatic emergency braking with pedestrian detection is now standard. The QX80 is a solid option for Infiniti-loyal customers who need a full-size SUV that can haul several passengers and tow plenty. It's priced below most of its segment rivals, but the big Infiniti is starting to show its age.

Also Consider Lincoln Navigator, Cadillac Escalade

EPA ECON CITY/HWY: 13-14/19-20 MPG **0-60 MPH:** 6.3 SEC • Premium, large, versatile, and easier on your wallet than some competitors

Base Engine 5.6L/400-hp/413-lb-ft V-8
Opt Engine None
Drivetrain Front-engine, RWD/4WD, 7A
Towing 8,500 lb
Max Cargo, Seats Up/Down 16.6/95.1 cu ft
Basic Warranty 4 years/60,000 miles
IntelliChoice 5-Year Retained Value 50%



Jaguar E-Pace

Base Price \$39,500-\$54,000* **Body Type** SUV

UNCHANGED The E-Pace was all-new last year and will likely receive minimal updates for 2019. Like the larger F-Pace, the E-Pace is stylish with strong engines and handling befitting a sport sedan—great for the back roads. Around town, the crossover soaks up rough roads but isn't very nimble at low speeds. Fuel economy could be better. Rear-seat entry is not very easy.

Also Consider BMW X2, Volvo XC40, Mercedes-Benz GLA-Class

EPA ECON CITY/HWY: 21/27-28 MPG **0-60 MPH:** 6.4-7.0 SEC* • A good crossover alternative to the XE sedan

Base Engine 2.0L/246-hp/269-lb-ft turbo I-4
Opt Engine 2.0L/296-hp/295-lb-ft turbo I-4
Drivetrain Front-engine, AWD, 9A
Towing 3,968 lb
Max Cargo, Seats Up/Down 24.2/52.7 cu ft
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 45%



Jaguar F-Pace

Base Price \$43,000-\$82,000* **Body Type** SUV

MINOR The big news is the high-performance SVR model powered by a supercharged V-8. The SVR also gets bigger wheels, larger brakes, and a performance-tuned suspension. The rest of the F-Pace lineup also offers strong engines and handling almost like a sports car, but the ride can be stiff, and the infotainment system isn't user friendly. Passenger and cargo room is adequate considering the fastback styling.

Also Consider Cadillac XT5, BMW X3, Infiniti QX50

EPA ECON CITY/HWY: 16-26/21-33 MPG* **0-60 MPH:** 3.8-9.2 SEC* • Hustles through winding roads like a champ

Base Engine 2.0L/247-hp/269-lb-ft turbo I-4
Opt Engine 2.0L/296-hp/295-lb-ft turbo I-4; 2.0L/180-hp/318-lb-ft t-diesel I-4; 3.0L/380-hp/332-lb-ft s'chg'd V-6; 5.0L/550-hp/502-lb-ft s'chg'd V-8
Drivetrain Front-engine, AWD, 8A
Towing 5,291 lb
Max Cargo, Seats Up/Down 33.5/63.5 cu ft
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 46%

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Jaguar I-Pace

Base Price \$70,495 **Body Type** SUV

ALL-NEW The I-Pace crossover is Jaguar's first electric vehicle. Like the Tesla Model X, the I-Pace is powered by front and rear motors that generate enough power to hit 60 mph in under 5.0 seconds. The EV has enough driving range for moderate day trips on a full charge and offers a good amount of cargo room behind the rear seats and in the frunk. Using a DC fast charger, 80 percent of the battery can be charged in about 40 minutes.

Also Consider Tesla Model X, Volvo XC90, Audi E-Tron Quattro

EPA RANGE: 240 MILES* 0-60 MPH: 4.5 SEC* • A taste of Jaguar's future with the brand's first all-electric model

Base Motor 394-hp/512-lb-ft dual electric
Opt Motor None
Drivetrain Front/rear motor, AWD, 1A
Towing N/A
Max Cargo, Seats Up/Down 25.3/51.0 cu ft
Basic Warranty 5 years/60,000 miles



Jeep Cherokee

Base Price \$25,440-\$39,270 **Body Type** SUV

MINOR The updated Cherokee gets a more conventional exterior design and a 2.0-liter turbo-four option. New available features include LED headlights, a hands-free power liftgate, and a panoramic sunroof. Jeep also added the latest version of the Uconnect system with Android Auto and Apple CarPlay integration and a standard 7.0-inch or optional 8.4-inch screen. A full range of active safety tech is available on higher trims.

Also Consider Toyota RAV4, Honda CR-V, Hyundai Tucson

EPA ECON CITY/HWY: 18-23/24-31 MPG 0-60 MPH: 6.8-9.5 SEC • The off-road specialist of the compact class

Base Engine 2.4L/180-hp/171-lb-ft I-4
Opt Engine 3.2L/271-hp/239-lb-ft V-6;
 2.0L/270-hp/295-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD/4WD, 9A
Towing 2,000-4,500 lb
Max Cargo, Seats Up/Down 27.6/54.7 cu ft
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 46%



Jeep Compass

Base Price \$22,500-\$30,500* **Body Type** SUV

UNCHANGED Don't expect updates to the Compass beyond new exterior colors and possibly additional standard features on lower trims. Additional active safety tech could be added to a package on higher trims. Special edition packages might also be added to make the Compass a better value and give it variants with unique styling to distinguish them from the standard models. **Also Consider** Nissan Rogue Sport, Subaru Crosstrek, Mitsubishi Eclipse Cross

EPA ECON CITY/HWY: 22-23/30-32 MPG 0-60 MPH: 9.4-10.5 SEC • Happily sits in the middle of Jeep's size and capability range

Base Engine 2.4L/180-hp/175-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD,
 6M/6A/9A
Towing 2,000 lb
Max Cargo, Seats Up/Down 27.2/59.8 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 47%



Jeep Grand Cherokee

Base Price \$32,500-\$87,500* **Body Type** SUV

UNCHANGED Jeep's largest family hauler will likely carry over unchanged with the exception of new colors, additional standard features, and possibly another special edition with unique styling cues. Last year, the Trackhawk arrived with the same 707-hp supercharged V-8 as the Dodge Challenger and Charger SRT Hellcat but with all-wheel drive—making it the quickest mom-mobile in the Montessori carpool. **Also Consider** Subaru Outback, Dodge Durango, Nissan Murano

EPA ECON CITY/HWY: 11-22/17-30 MPG 0-60 MPH: 3.3-7.8 SEC • A full range that includes off-roaders and speed demons

Base Engine 3.6L/295-hp/260-lb-ft V-6
Opt Engine 5.7L/360-hp/390-lb-ft V-8;
 3.0L/240-hp/420-lb-ft t-diesel V-6;
 6.4L/475-hp/470-lb-ft V-8; 6.2L/707-hp/645-lb-ft s'chg'd V-8
Drivetrain Front-engine, RWD/AWD/4WD, 8A
Towing 6,200-7,400 lb
Max Cargo, Seats Up/Down 36.3/68.3 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 51%



Jeep Renegade

Base Price \$20,000-\$29,000* **Body Type** SUV

MINOR This tidy subcompact crossover will see a mild refresh, including a slightly revised exterior and new features such as LED headlights. Last year, Jeep added an upgraded infotainment system with Android Auto and Apple CarPlay and a choice of either a 7.0- or 8.4-inch touchscreen. Don't expect to see the new turbocharged engines from the European-spec model to arrive in the U.S. **Also Consider** Hyundai Kona, Subaru Crosstrek, Mazda CX-3

EPA ECON CITY/HWY: 21-24/29-31 MPG 0-60 MPH: 8.9-9.1 SEC • Off-road capability and city-friendly size in one package

Base Engine 1.4L/160-hp/184-lb-ft turbo I-4
Opt Engine 2.4L/180-hp/175-lb-ft I-4
Drivetrain Front-engine, FWD/AWD, 6M/9A
Towing 2,000 lb
Max Cargo, Seats Up/Down 18.5/50.8 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 46%



Jeep Wrangler

Base Price \$29,000-\$42,500* **Body Type** SUV, convertible

UNCHANGED The Wrangler was redesigned last year, so not much will change. Expect additional standard features on lower trims, plus more active safety tech such as adaptive cruise control, forward collision warning, and automatic emergency braking. A diesel engine option is expected soon. Some previous-generation "JK" models still linger on dealer lots if the new "JL" model isn't for you. **Also Consider** Toyota 4Runner, Chevrolet Colorado ZR2

EPA ECON CITY/HWY: 17-23/23-25 MPG 0-60 MPH: 6.7-6.9 SEC* • The off-road legend now comes with modern tech

Base Engine 3.6L/285-hp/260-lb-ft V-6
Opt Engine 2.0L/270-hp/295-lb-ft turbo I-4
Drivetrain Front-engine, 4WD, 6M/8A
Towing 3,500 lb
Max Cargo, Seats Up/Down 31.7/72.4 cu ft
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 81%



Kia Sorento

Base Price \$26,980-\$47,480 **Body Type** SUV

MINOR Kia's three-row Sorento gets a refresh, which includes revised front and rear fascias, optional LED headlights, standard Apple CarPlay and Android Auto, seating for seven on all trims, and a package of driver-assist features on the EX and higher trims. A new turbodiesel engine is on the way, and an eight-speed automatic is now paired to the V-6. The top SX Limited trim comes standard with Nappa leather. **Also Consider** Toyota Highlander, Mazda CX-9, Chevrolet Traverse

EPA ECON CITY/HWY: 17-22/23-29 MPG **0-60 MPH:** 7.2-9.1 SEC* • **Top safety scores and lots of tech in a quiet and comfortable package**

Base Engine 2.4L/185-hp/178-lb-ft I-4
Opt Engine 3.3L/290-hp/252-lb-ft V-6;
 2.2L/190-hp/322-lb-ft t-diesel I-4*
Drivetrain Front-engine, FWD/AWD, 6A/8A
Towing 2,000-5,000 lb
Max Cargo, Seats Up/Down 11.3/73.0 cu ft
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 48%



Kia Sportage

Base Price \$24,745-\$34,095 **Body Type** SUV

UNCHANGED The compact Sportage receives no significant updates. The midlevel EX trim offers good value with its standard 70-inch touchscreen, Apple CarPlay, Android Auto, leather upholstery, heated front seats, and blind-spot monitoring with rear cross-traffic alert. Although it delivers on good looks and a generous warranty, the Sportage doesn't have standout acceleration, fuel efficiency, or cargo space. **Also Consider** Subaru Forester, Honda CR-V, Mazda CX-5

EPA ECON CITY/HWY: 20-23/23-30 MPG **0-60 MPH:** 8.0-9.0 SEC • **Boldly designed and full of value with good safety scores**

Base Engine 2.4L/181-hp/175-lb-ft I-4
Opt Engine 2.0L/237-240-hp/260-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD, 6A
Towing 2,000 lb
Max Cargo, Seats Up/Down 30.7/60.1 cu ft
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 50%



Kia Telluride

Base Price \$35,000-\$55,000* **Body Type** SUV

ALL-NEW Once the Telluride goes into production, it will be Kia's largest SUV. Although the concept was powered by a V-6 hybrid powertrain, the three-row Kia will likely use a non-hybrid V-6 engine found in other models. We expect the Telluride to offer premium features such as Nappa leather upholstery, a first-class sound system, real wood trim, second-row captain's chairs, and plenty of driver-assist features and multimedia tech. **Also Consider** Honda Pilot, Chevrolet Traverse, Subaru Ascent

EPA ECON CITY/HWY: 17/23 MPG* **0-60 MPH:** 7.0-7.5 SEC* • **Big three-row SUVs have a new rival from Korea**

Base Engine 3.3L/290-hp/252-lb-ft V-6*
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 8A
Towing 5,000 lb*
Max Cargo, Seats Up/Down 18.0/85.0 cu ft*
Basic Warranty 5 years/60,000 miles



Lamborghini Urus

Base Price \$205,000 **Body Type** SUV

ALL-NEW The automaker's second-ever SUV isn't powered by a high-revving 10- or 12-cylinder engine but instead by a twin-turbo V-8. As with most Lamborghinis, AWD is standard, allowing it to hit 60 mph as quickly as a supercar. The Urus seats five and offers a four-seat configuration with an optional carbon-fiber center console. Many bold exterior colors and large 23-inch wheels are available. **Also Consider** Bentley Bentayga, Land Rover Range Rover SVAutobiography

EPA ECON CITY/HWY: 13/20 MPG* **0-60 MPH:** 3.2 SEC* • **An exotic drive with room for five? Thy name is Urus**

Base Engine 4.0L/641-hp/627-lb-ft twin-turbo V-8
Opt Engine None
Drivetrain Front-engine, AWD, 7-sp twin-cl auto
Towing 5,000 lb*
Max Cargo, Seats Up/Down 21.8/56.4 cu ft
Basic Warranty 3 years/unlimited miles



Land Rover Discovery

Base Price \$53,295-\$62,095 **Body Type** SUV

UNCHANGED Land Rover adds automatic LED headlights, a powered inner tailgate, the Park package, lane keep assist, and a driver condition monitor as standard on the base SE trim. A new package of driver-assist aids includes a self-parking system and adaptive cruise control with steering assist. A new steering wheel has been added, and the black and gray contrast roofs are stand-alone options. **Also Consider** Jeep Grand Cherokee, Mercedes-Benz GLE-Class, BMW X5

EPA ECON CITY/HWY: 16-21/21-26 MPG **0-60 MPH:** 6.1-8.2 SEC • **Discovering what is way off the beaten path**

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6
Opt Engine 3.0L/254-hp/443-lb-ft t-diesel V-6
Drivetrain Front-engine, AWD/4WD, 8A
Towing 7,716-8,201 lb
Max Cargo, Seats Up/Down 9.1/82.7 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 53%



Land Rover Discovery Sport

Base Price \$39,000-\$44,000* **Body Type** SUV

UNCHANGED Land Rover's most affordable model gets new infotainment graphics and a new Landmark Edition with dark 19-inch wheels, a gray contrast roof, and unique interior and exterior trim. Like the Range Rover Evoque, the Discovery Sport is more about style than off-road prowess, but the optional two-seat third row does add versatility. The available engine upgrade also brings a unique front fascia and Windsor leather seating. **Also Consider** Volvo XC40, Jaguar E-Pace, Acura RDX

EPA ECON CITY/HWY: 20-21/25 MPG **0-60 MPH:** 6.5-7.4 SEC* • **A more affordable and stylish alternative to the larger Discovery**

Base Engine 2.0L/237-hp/251-lb-ft turbo I-4
Opt Engine 2.0L/286-hp/295-lb-ft turbo I-4
Drivetrain Front-engine, AWD, 9A
Towing 4,409 lb
Max Cargo, Seats Up/Down 6.8/62.8 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 47%



Land Rover Range Rover

Base Price \$89,000-\$209,000* **Body Type** SUV, coupe

MINOR Land Rover expands the Range Rover lineup with the new P400e plug-in hybrid, which can travel a claimed 31 miles on all-electric power. The SUV also receives a standard panoramic sunroof. Adaptive cruise control now has stop-and-go functionality and, along with lane centering, is part of a new package of driver-assist aids. The quick two-door SV Coupe will be available in limited numbers. **Also Consider** Mercedes-Benz GLS-Class, Lincoln Navigator, Lexus LX 570

EPA ECON CITY/HWY: 13-22/19-28 MPG; **PHEV:** 25/29 MPG COMB*; **EV RANGE:** 31 MILES* **0-60 MPH:** 4.4-7.8 SEC* • A well-known flagship

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6
Opt Engine 3.0L/380-hp/339-lb-ft s'chg'd V-6;
3.0L/254-hp/443-lb-ft t-diesel V-6; 2.0L turbo
I-4 + elec, 398 hp/472 lb-ft comb; 5.0L/518-
557-hp/461-516-lb-ft s'chg'd V-8
Drivetrain Front-engine, 4WD, 8A
Towing 5,511-7,716 lb
Max Cargo, Seats Up/Down 24.5-31.8/
68.6-75.6 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 44%



Land Rover Range Rover Evoque

Base Price \$43,000-\$66,500* **Body Type** SUV, convertible

UNCHANGED After big updates last year, 2019 only brings a new 18-inch gloss black wheel design and updated infotainment screen graphics borrowed from the Velar. The Evoque fills the niche of a premium compact SUV offering style without much versatility. The Landmark Edition features 19-inch wheels, a contrast roof, and a body kit. The two-door convertible is only available with the standard engine. **Also Consider** BMW X2, Jaguar E-Pace, Mercedes-Benz GLC Coupe

EPA ECON CITY/HWY: 21-22/29 MPG **0-60 MPH:** 6.5-7.4 SEC* • The petite Range Rover has style for days

Base Engine 2.0L/237-hp/251-lb-ft turbo I-4
Opt Engine 2.0L/286-hp/295-lb-ft turbo I-4
Drivetrain Front-engine, AWD, 9A
Towing 3,306-3,968 lb
Max Cargo, Seats Up/Down 20.3/51.0 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 47%



Land Rover Range Rover Sport

Base Price \$67,745-\$114,595 **Body Type** SUV

MINOR The Range Rover Sport loses the base V8 Supercharged trim and gains an all-new model, the P400e plug-in hybrid. A new package of driver-assist aids includes adaptive cruise control and lane centering, and Wade Sensing is now available. The Sport offers many of the same trims, powertrains, and features as the regular Range Rover but in a smaller, more affordable package. **Also Consider** Maserati Levante, Porsche Cayenne, BMW X5

EPA ECON CITY/HWY: 15-22/20-28 MPG; **PHEV:** 25/29 MPG COMB*; **EV RANGE:** 31 MILES* **0-60 MPH:** 4.3-7.6 SEC • As impressive as its big sibling

Base Engine 3.0L/340-hp/332-lb-ft s'chg'd V-6
Opt Engine 3.0L/380-hp/332-lb-ft s'chg'd V-6;
3.0L/254-hp/443-lb-ft t-diesel V-6; 2.0L turbo
I-4 + elec, 398 hp/472 lb-ft comb; 5.0L/518-575-
hp/461-516-lb-ft s'chg'd V-8
Drivetrain Front-engine, 4WD, 8A
Towing 5,511-7,716 lb
Max Cargo, Seats Up/Down 27.5/59.5 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 48%



Land Rover Range Rover Velar

Base Price \$51,000-\$68,500* **Body Type** SUV

UNCHANGED Land Rover updates the driver-assistance package with front and rear parking sensors, a driver condition monitor, and lane keep assist—but for now, it still lacks Apple CarPlay or Android Auto. Adaptive suspension and air suspension are now optional (they had been standard on some trims), and the fuel tank for the V-6 model is larger. The Velar emanates more style than any other Land Rover. **Also Consider** BMW X4, Mercedes-Benz GLC-Class Coupe, Jaguar F-Pace

EPA ECON CITY/HWY: 18-26/24-30 MPG **0-60 MPH:** 5.7-8.5 SEC* • High fashion, high price

Base Engine 2.0L/247-hp/269-lb-ft turbo I-4
Opt Engine 2.0L/180-hp/317-lb-ft t-diesel I-4;
3.0L/380-hp/332-lb-ft s'chg'd V-6
Drivetrain Front-engine, AWD, 8A
Towing 5,291-5,512 lb
Max Cargo, Seats Up/Down 34.4/70.1 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 46%



Lexus GX

Base Price \$53,000* **Body Type** SUV

UNCHANGED The aging GX carries over with minor changes, including the integration of Amazon Alexa as part of the Enform Remote app and the addition of partial leather upholstery as part of the Premium package. The body-on-frame GX offers solid off-road capability but is hindered by its approach and departure angles. An available front- and side-view camera system helps on tough trails. **Also Consider** Mercedes-Benz GLE-Class, Jeep Grand Cherokee, Land Rover Discovery

EPA ECON CITY/HWY: 15/18 MPG **0-60 MPH:** 7.4 SEC • Off-roading in luxury is what it does best

Base Engine 4.6L/301-hp/329-lb-ft V-8
Opt Engine None
Drivetrain Front-engine, 4WD, 6A
Towing 6,500 lb
Max Cargo, Seats Up/Down 4.6/64.7 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 54%



Lexus LX

Base Price \$87,000* **Body Type** SUV

UNCHANGED The LX gets Amazon Alexa integration as part of the Enform Remote app. Two-row models can be optioned with the Luxury package and 21-inch alloy wheels. Courtesy lamps show the "LX" logo on models with the Luxury package, and puddle lights show the Lexus emblem. Unlike most luxury SUVs, it can tackle rough trails thanks to its four-wheel drive and tech made for crawling rocks. **Also Consider** Mercedes-Benz G-Class, Cadillac Escalade, Lincoln Navigator

EPA ECON CITY/HWY: 13/18 MPG **0-60 MPH:** 7.0 SEC • The Toyota Land Cruiser's sibling is at home on the boulevard and on the trail

Base Engine 5.7L/383-hp/403-lb-ft V-8
Opt Engine None
Drivetrain Front-engine, 4WD, 8A
Towing 7,000 lb
Max Cargo, Seats Up/Down 9.1/50.5 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 52%



Lexus NX

Base Price \$37,000-\$41,000* **Body Type** SUV

MINOR This wildly styled small crossover gets Apple CarPlay and Amazon Alexa integration as standard (though still no Android Auto). Lexus' Enform Remote app also gets the Amazon Alexa skill. The NX hybrid variants are among the most efficient luxury crossovers available today. A sportier F Sport variant with unique suspension tuning is also available, but only on the 2.0-liter turbo model. **Also Consider** Cadillac XT4, BMW X1, Acura RDX

Base Engine 2.0L/235-hp/258-lb-ft turbo I-4
Opt Engine 2.5L I-4 + elec, 194 hp comb
Drivetrain Front-engine, FWD/AWD, 6A/CVT
Towing 1,500-2,000 lb
Max Cargo, Seats Up/Down 17.7/54.6 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 53%

EPA ECON CITY/HWY: 22-33/27-30 MPG **0-60 MPH:** 6.8-8.3 SEC • Getting attention takes priority over practicality



Lexus RX

Base Price \$44,500-\$52,500* **Body Type** SUV

UNCHANGED Last year, Lexus added a three-row variant called the RX L, which can be had with seating for up to seven, depending on your choice of captain's chairs or a bench for the second row. For 2019, the RX gets a two-tone instrument panel with the available Noble Brown interior. Parking sensors are no longer a stand-alone option. Like other Lexus vehicles, the Lexus Enform Remote app gets Amazon Alexa integration. **Also Consider** BMW X5, Acura MDX, Volvo XC90

Base Engine 3.5L/290-295-hp/263-268-lb-ft V-6
Opt Engine 3.5L V-6 + elec, 308 hp comb
Drivetrain Front-engine, FWD/AWD, 8A/CVT
Towing 3,500 lb
Max Cargo, Seats Up/Down 18.45/58.5 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 4-5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 53%

EPA ECON CITY/HWY: 18-31/25-28 MPG **0-60 MPH:** 6.8-7.5 SEC • The original luxury crossover gets more practical



Lexus UX

Base Price \$33,000-\$36,000* **Body Type** SUV

ALL-NEW The 2019 UX will slot under the NX as the new entry-level model in the lineup, replacing the discontinued CT 200h hatch. The UX will feature a new infotainment system with Apple CarPlay and Amazon Alexa integration. An F Sport variant will come with adaptive variable suspension, 18-inch alloy wheels, and a Sport S+ mode. The UX 250h hybrid will be the only model with all-wheel drive. **Also Consider** Mercedes-Benz GLA-Class, Audi Q3, Infiniti QX30

Base Engine 2.0L/168-hp/151-lb-ft I-4
Opt Engine 2.0L I-4 + elec, 176 hp comb
Drivetrain Front-engine, FWD/AWD, CVT
Towing N/A
Max Cargo, Seats Up/Down 16.0/45.0 cu ft*
Basic Warranty 4 years/50,000 miles

EPA ECON CITY/HWY: 28-45/34-42 MPG* **0-60 MPH:** 8.0-9.5 SEC* • A new way to dip your toes into the luxury pool



Lincoln MKC

Base Price \$34,920-\$50,535 **Body Type** SUV

MINOR Technically, Lincoln refreshed the MKC for 2019, but the updates are minimal. Designers grafted on the grille from the Continental and tweaked the front-end styling, but that's about it. Bigger changes will come in 2020, when the MKC will get a full redesign and change its name to Corsair. For now, the MKC remains a comfortable, attractive crossover with an affordable price for the segment.

Also Consider Acura RDX, BMW X1, Infiniti QX50

Base Engine 2.0L/245-hp/275-lb-ft turbo I-4
Opt Engine 2.3L/285-hp/305-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD, 6A
Towing 3,000 lb
Max Cargo, Seats Up/Down 25.2/53.1 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 18-20/25-27 MPG **0-60 MPH:** 6.5-7.6 SEC • A compact crossover that hides its Ford Escape roots well



Lincoln MKT

Base Price \$50,495 **Body Type** SUV

UNCHANGED The ungainly Lincoln MKT earns demerits on the styling front, but it has earned a reputation as a luxury bargain. Until the upcoming Aviator arrives, it's also the only Lincoln other than the Navigator to offer three rows of seating. The MKT carries over essentially unchanged for 2019, though Lincoln did make several previously optional features standard. The \$3,500 Reserve package is now the only major option.

Also Consider Acura MDX, Infiniti QX60, Buick Enclave

Base Engine 3.7L/303-hp/278-lb-ft V-6
Opt Engine 3.5L/365-hp/350-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD, 6A
Towing 4,500 lb
Max Cargo, Seats Up/Down 17.9/75.9 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 15-16/21-24 MPG **0-60 MPH:** 6.1-7.7 SEC • An anonymous but well-equipped three-row crossover



Lincoln Nautilus

Base Price \$41,335-\$50,105 **Body Type** SUV

MINOR The 2019 Lincoln Nautilus, formerly known as the MKX, has received a refresh that gives it an updated front fascia, an eight-speed automatic, and an all-turbo engine lineup. Available features include Ultra Comfort front seats with 22-way adjustability and a massage function. Android Auto and Apple CarPlay are now standard with the Sync 3 infotainment system, and more active safety tech has been added as optional extras.

Also Consider Audi Q5, Lexus RX, Cadillac XT5

Base Engine 2.0L/245-hp/270-lb-ft turbo I-4*
Opt Engine 2.7L/335-hp/380-lb-ft twin-turbo V-6
Drivetrain Front-engine, FWD/AWD, 8A
Towing 3,500 lb*
Max Cargo, Seats Up/Down 37.2/68.8 cu ft*
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars

EPA ECON CITY/HWY: 17-20/24-27 MPG* **0-60 MPH:** 6.2-8.0 SEC* • A new name to fit with Lincoln's travel-themed vehicles



Lincoln Navigator

Base Price \$74,000* **Body Type** SUV

UNCHANGED Lincoln shook up the full-size luxury SUV segment when it introduced the redesigned Navigator last year. With an attractive design, a powerful engine, and an impressively luxurious cabin, the Navigator is a true flagship that deserves every bit of praise it's received so far. It comprehensively redefines what an American luxury SUV should be. **Also Consider** Cadillac Escalade, Land Rover Range Rover, Mercedes-Benz GLS-Class

EPA ECON CITY/HWY: 16/21-23 MPG **0-60 MPH:** 5.7-6.1 SEC* • Lincoln raises the full-size luxury bar

Base Engine 3.5L/450-hp/510-lb-ft twin-turbo V-6
Opt Engine None
Drivetrain Front-engine, RWD/AWD, 10A
Towing 8,100-8,700 lb
Max Cargo, Seats Up/Down 19.3-34.3/103.3-120.2 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 44%



Maserati Levante

Base Price \$77,475-\$171,475 **Body Type** SUV

MINOR The Levante gains a new GTS and high-performance Trofeo variant powered by a twin-turbo V-8. A new GranLusso exterior adds a unique grille and rear spoiler, and the new GranSport exterior adds unique front and rear fascias. New Pieno Fiore full-grain leather, three new interior trims, and a redesigned shifter have also been added. The luxurious Levante performs well on- and off-road. **Also Consider** Porsche Cayenne, BMW X6, Land Rover Range Rover Sport

EPA ECON CITY/HWY: 12-14/18-20 MPG **0-60 MPH:** 3.4-5.8 SEC* • The hot gets hotter

Base Engine 3.0L/345-424-hp/369-428-lb-ft twin-turbo V-6
Opt Engine 3.8L/550-590-hp/538-lb-ft twin-turbo V-8
Drivetrain Front-engine, AWD, 8A
Towing 5,952 lb
Max Cargo, Seats Up/Down 19.4/57.3 cu ft
Basic Warranty 4 years/50,000 miles



Mazda CX-3

Base Price \$21,385-\$22,785 **Body Type** SUV

MINOR Mazda's subcompact crossover gets a refresh almost entirely focused on delivering a more premium driving experience. Interior materials quality has been improved, the front seats have been redesigned, and additional sound insulation should deliver a quieter ride. Mazda also tweaked the CX-3's exterior, gave the engine an additional 2 hp, and added more standard features, such as an electronic parking brake. **Also Consider** Honda HR-V, Hyundai Kona, Subaru Crosstrek

EPA ECON CITY/HWY: 27-29/32-34 MPG **0-60 MPH:** 8.4-8.6 SEC* • Mazda's tiny CUV moves upmarket

Base Engine 2.0L/148-hp/146-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 6A
Towing 2,000 lb
Max Cargo, Seats Up/Down 12.4/44.5 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars IIHS: TSP
IntelliChoice 5-Year Retained Value 46%

COMPARISON TEST
WINNER



Mazda CX-5

Base Price \$25,000-\$26,500* **Body Type** SUV

UNCHANGED Last year, the CX-5 added higher-quality materials and more standard features. Considering how enjoyable the CX-5 already is to drive, a lack of changes for 2019 shouldn't be a problem for buyers. The big question, though, is whether the long-promised diesel version will ever go on sale. Supposedly, it's still coming, but there's no telling how much longer the wait will be. **Also Consider** Honda CR-V, Subaru Forester, Toyota RAV4

EPA ECON CITY/HWY: 24-30/30-36 MPG* **0-60 MPH:** 8.3-9.8 SEC* • One of the sportiest crossovers on the market

Base Engine 2.5L/187-hp/186-lb-ft I-4
Opt Engine 2.2L/173-hp/310-lb-ft t-diesel I-4*
Drivetrain Front-engine, FWD/AWD, 6A
Towing 2,000 lb
Max Cargo, Seats Up/Down 30.9/59.6 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars IIHS: TSP
IntelliChoice 5-Year Retained Value 50%



Mazda CX-9

Base Price \$33,500-\$35,000* **Body Type** SUV

UNCHANGED Mazda might tweak the CX-9's list of standard features, but beyond that, the three-row crossover should carry over essentially unchanged. That's because the CX-9 was updated last year, adding safety tech, more comfortable seats, and a quieter cabin. Customers can also now order a rear-seat entertainment system. There is a small chance that a diesel engine may be offered if Mazda can get it approved for the U.S. **Also Consider** Honda Pilot, Subaru Ascent, Volkswagen Atlas

EPA ECON CITY/HWY: 20-22/26-28 MPG* **0-60 MPH:** 7.2-7.5 SEC* • Minivan practicality in a much more fun-to-drive package

Base Engine 2.5L/227-250-hp/310-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 6A
Towing 3,500 lb
Max Cargo, Seats Up/Down 14.4/71.2 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars IIHS: TSP
IntelliChoice 5-Year Retained Value 44%



Mercedes-Benz G-Class

Base Price \$125,000-\$145,000* **Body Type** SUV

MAJOR The Geländewagen underwent its largest update in four decades, including a modernized interior, a new nine-speed automatic, independent front suspension, a G-Mode off-road setting, and a new engine for the AMG model. Initially, G 550 and G 63 models will be offered, both powered by a twin-turbo V-8 but with different power outputs. The G-Class retains its boxy styling and almost unrivaled off-road capability. **Also Consider** Land Rover Range Rover, Lexus LX 570

EPA ECON CITY/HWY: 13-14/15-16 MPG* **0-60 MPH:** 4.5-5.6 SEC* • More modern and comfortable, without forgetting its roots

Base Engine 4.0L/416-hp/450-lb-ft twin-turbo V-8
Opt Engine 4.0L/577-hp/627-lb-ft twin-turbo V-8
Drivetrain Front-engine, 4WD, 9A
Towing 7,000 lb*
Max Cargo, Seats Up/Down 40.0/80.0 cu ft*
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 42%

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Mercedes-Benz GLA-Class

Base Price \$34,945-\$54,345 **Body Type** SUV

UNCHANGED The AMG model gets more standard features, including 20-inch wheels, the Premium package (blind-spot monitoring, proximity key, heated front seats), and the Convenience package (auto-dimming mirrors and garage/security door opener). Mercedes' smallest crossover is a good choice for those looking to evolve from premium compact sedans. The GLA has a less expensive twin, the Infiniti QX30.

Also Consider BMW X2, Audi Q3, Lexus UX

EPA ECON CITY/HWY: 22-24/28-33 MPG **0-60 MPH:** 4.3-6.9 SEC • Small and stylish with a dose of versatility

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/375-hp/350-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD,
7-sp twin-cl auto
Towing N/A
Max Cargo, Seats Up/Down 17.2/43.6 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 49%



Mercedes-Benz GLC-Class

Base Price \$41,500-\$71,500* **Body Type** SUV

UNCHANGED Mercedes adds standard heated front seats, an available Off-Road Engineering package, and three-zone climate control for 2019. The plug-in model gets new 20-inch wheels, and an AMG steering wheel and performance seats are now available. We enjoyed the GLC's interior and driving dynamics so much that we named it our 2017 SUV of the Year. Opt for the plug-in hybrid for additional power and better fuel economy. **Also Consider** Audi Q5, Lexus RX, BMW X3

EPA ECON CITY/HWY: 16-22/22-28 MPG; **PHEV:** 25 MPG COMB; **EV RANGE:** 9 MILES **0-60 MPH:** 4.2-6.8 SEC* • A winning premium crossover

Base Engine 2.0L/241-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/362-hp/384-lb-ft twin-turbo V-6; 2.0L turbo I-4 + elec, 320 hp/413 lb-ft comb; 4.0L/469-hp/479-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD/AWD, 9A
Towing 3,500 lb
Max Cargo, Seats Up/Down 19.4/56.5 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 51%



Mercedes-Benz GLC-Class Coupe

Base Price \$48,000-\$82,000* **Body Type** SUV

UNCHANGED The GLC Coupe gets an Off-Road Engineering package and three-zone climate control. Heated front seats are now standard, and an AMG steering wheel and performance seats now available on AMG models. The Coupe's fastback styling infringes on cargo space, but this crossover still offers a higher seating position and more ground clearance than a sedan. The GLC 63 S is very quick. **Also Consider** BMW X4, Jaguar F-Pace, Land Rover Range Rover Velar

EPA ECON CITY/HWY: 15-22/22-27 MPG **0-60 MPH:** 3.2-6.7 SEC* • More sport, less utility

Base Engine 2.0L/241-hp/273-lb-ft turbo I-4
Opt Engine 3.0L/362-hp/384-lb-ft twin-turbo V-6; 4.0L/469-503-hp/479-516-lb-ft twin-turbo V-8
Drivetrain Front-engine, AWD, 9A
Towing 3,500 lb
Max Cargo, Seats Up/Down 17.7/49.4 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 49%



Mercedes-Benz GLE-Class

Base Price \$53,545-\$111,195 **Body Type** SUV

UNCHANGED Aside from the plug-in model being dropped from the lineup, the GLE enters 2019 without any significant updates. Although refreshed in 2016, the two-row SUV is showing its age and will likely be redesigned for the 2020 model year. Still, the GLE offers a quiet cabin, luxurious features such as Designo Nappa leather seating, and lots of available tech, including a self-parking system and a host of driver-assist features. **Also Consider** BMW X5, Lexus RX, Volvo XC90

EPA ECON CITY/HWY: 14-18/18-23 MPG **0-60 MPH:** 3.9-6.5 SEC* • A solid midsize premium SUV that can tow and haul plenty

Base Engine 3.5L/302-hp/273-lb-ft V-6
Opt Engine 3.0L/385-hp/384-lb-ft twin-turbo V-6; 5.5L/550-577-hp/516-561-lb-ft twin-turbo V-8
Drivetrain Front-engine, RWD/AWD, 7A/9A
Towing 6,600-7,200 lb
Max Cargo, Seats Up/Down 38.2/80.3 cu ft
Basic Warranty 4 years/50,000 miles
Safety IIHS: TSP
IntelliChoice 5-Year Retained Value 51%



Mercedes-Benz GLE-Class Coupe

Base Price \$72,345-\$113,995 **Body Type** SUV

UNCHANGED For 2019, the AMG Performance Studio package is available on the GLE 43, and three additional wood trims are optional on the GLE 63 S. The sporty GLE Coupe is available in two AMG models, and as with the regular GLE, we expect a complete redesign for the 2020 model year. The fastback design is stylish, but room for cargo and second-row passengers is reduced. **Also Consider** BMW X6, Land Rover Range Rover Sport, Audi Q8

EPA ECON CITY/HWY: 14-17/18-22 MPG **0-60 MPH:** 3.9-5.0 SEC* • Driver's pick: a quick AMG-powered coupelike SUV

Base Engine 3.0L/385-hp/384-lb-ft twin-turbo V-6
Opt Engine 5.5L/577-hp/561-lb-ft twin-turbo V-8
Drivetrain Front-engine, AWD, 7A/9A
Towing 7,200 lb
Max Cargo, Seats Up/Down 23.0/60.7 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 49%



Mercedes-Benz GLS-Class

Base Price \$71,145-\$127,145 **Body Type** SUV

UNCHANGED The GLS gains a new Grand Edition model featuring Designo Porcelain and Espresso Brown Nappa leather seating with unique stitching, a Nappa leather dashboard, Designo Linden wood trim, velour floor mats, and 20- or 21-inch wheels. Mercedes' flagship SUV is versatile with three-row seating and off-road capability thanks to standard AWD and 8.5 inches of ground clearance. Expect a redesign next year. **Also Consider** Audi Q7, Lincoln Navigator, BMW X7

EPA ECON CITY/HWY: 13-17/18-22 MPG **0-60 MPH:** 4.3-5.8 SEC • Mercedes' largest SUV gets a new limited edition

Base Engine 3.0L/362-hp/369-lb-ft twin-turbo V-6
Opt Engine 4.7L/449-hp/516-lb-ft twin-turbo V-8; 5.5L/577-hp/561-lb-ft twin-turbo V-8
Drivetrain Front-engine, AWD, 7A/9A
Towing 7,500 lb
Max Cargo, Seats Up/Down 19.7/84.1 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 48%



Mini Countryman

Base Price \$27,750-\$38,750 **Body Type** SUV

UNCHANGED The Countryman now comes in three trims. Standard features on the base Classic include 17-inch alloy wheels, a 6.5-inch screen, and Bluetooth. Midlevel Signature models add extras such as heated front seats, keyless entry and start, and 18-inch alloy wheels. Range-topping Iconic variants get Apple CarPlay, leather upholstery, an 8.8-inch touchscreen, 19-inch alloy wheels, and LED headlights. **Also Consider** Buick Encore, Mercedes-Benz GLA-Class, Lexus UX

Base Engine 1.5L/134-hp/162-lb-ft turbo I-3
Opt Engine 2.0L/189-228-hp/207-258-lb-ft turbo I-4; 1.5L turbo I-3 + elec, 221 hp/284 lb-ft comb
Drivetrain Front-engine, FWD/AWD, 6M/6A/8A
Towing N/A
Max Cargo, Seats Up/Down 17.6/47.6 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 50%

EPA ECON CITY/HWY: 21-24/30-33 MPG; **PHEV:** 27 MPG COMB; **EV RANGE:** 12 MILES **0-60 MPH:** 5.9-9.3 SEC • The butch version of the cute hatch



Mitsubishi Eclipse Cross

Base Price \$24,500-\$29,000* **Body Type** SUV

UNCHANGED Launched this spring, the Eclipse Cross enters the new model year without any significant changes. Mitsubishi's latest crossover is positioned between the less expensive Outlander Sport and the larger Outlander. The two-row Eclipse Cross gets some of the automaker's newest features and is powered by a new turbo engine. With style the focus, the crossover has less cargo space than some rivals. **Also Consider** Jeep Compass, Mazda CX-5, Subaru Crosstrek

Base Engine 1.5L/152-hp/184-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, CVT
Towing 1,500 lb
Max Cargo, Seats Up/Down 22.6/48.9 cu ft
Basic Warranty 5 years/60,000 miles
IntelliChoice 5-Year Retained Value 42%

EPA ECON CITY/HWY: 25-26/26-29 MPG **0-60 MPH:** 9.0 SEC • Expanding Mitsubishi's crossover lineup



Mitsubishi Outlander

Base Price \$25,000-\$41,500* **Body Type** SUV

MINOR Mitsubishi refreshes the Outlander with a redesigned front fascia and headlights, new front seats, newly available premium leather, automatic up/down switches for all windows, an electric parking brake with auto hold, a rear USB port, improved sound deadening, and retuned suspension and steering. The brand's flagship offers good utility, a plug-in hybrid variant, and three-row versatility. Expect a redesign soon. **Also Consider** Nissan Rogue, Toyota RAV4, Subaru Forester

Base Engine 2.4L/166-hp/162-lb-ft I-4
Opt Engine 3.0L/224-hp/215-lb-ft V-6; 2.0L I-4 + elec, 197 hp comb
Drivetrain Front-engine, FWD/AWD, CVT/6A/1A
Towing 1,500-3,500 lb
Max Cargo, Seats Up/Down 10.3/63.3 cu ft
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 4-5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 41%

EPA ECON CITY/HWY: 20-25/27-30 MPG; **PHEV:** 25 MPG COMB; **EV RANGE:** 22 MILES **0-60 MPH:** 7.4-9.2 SEC • An affordable plug-in SUV



Mitsubishi Outlander Sport

Base Price \$21,500-\$27,500* **Body Type** SUV

UNCHANGED Blind-spot monitoring with rear cross-traffic alert and lane change assist are now available on the SE trim and the new GT trim, which replaces the SEL trim at the top of the Outlander Sport lineup. Automatic emergency braking, lane departure warning, and automatic high-beams are standard on the GT trim. Mitsubishi's smallest crossover features a 7.0-inch touchscreen and automatic climate control as standard.

Also Consider Jeep Compass, Subaru Crosstrek, Honda HR-V

Base Engine 2.0L/148-hp/145-lb-ft I-4
Opt Engine 2.4L/168-hp/167-lb-ft I-4
Drivetrain Front-engine, FWD/AWD, 5M/CVT
Towing N/A
Max Cargo, Seats Up/Down 21.7/49.5 cu ft
Basic Warranty 5 years/60,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 43%

EPA ECON CITY/HWY: 23-24/28-30 MPG **0-60 MPH:** 8.5-9.0 SEC • Mitsubishi's subcompact gets some additional safety tech



Nissan Armada

Base Price \$47,500-\$66,500* **Body Type** SUV

UNCHANGED The Armada took a huge leap forward when it was redesigned for 2017, but since then, Nissan has only made small changes to its three-row body-on-frame SUV. Last year, Nissan introduced a top-of-the-line Platinum Reserve trim, a rearview mirror with an integrated LCD monitor, and some additional features. For 2019, Nissan might offer a few new colors or features, but that's probably about it. **Also Consider** Chevrolet Tahoe, Ford Expedition, Toyota Sequoia

Base Engine 5.6L/390-hp/394-lb-ft V-8
Opt Engine None
Drivetrain Front-engine, RWD/4WD, 7A
Towing 8,500 lb
Max Cargo, Seats Up/Down 16.5/95.4 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 47%

EPA ECON CITY/HWY: 13-14/18-19 MPG **0-60 MPH:** 6.0-6.2 SEC* • The legendary Nissan Patrol reaches the U.S., minus the off-road hardware



Nissan Frontier

Base Price \$20,000-\$37,500* **Body Type** Pickup

UNCHANGED The Frontier hasn't been redesigned since 2004 and has received only minor updates since then. The next-gen Frontier should arrive in the next year or two, but we don't expect it to be sold as a 2019 model. Even though the Frontier turns 15 this year, it's still a good value for buyers who want an affordable midsize truck. Off-roaders will appreciate the Pro-4X's rugged capability. **Also Consider** Chevrolet Colorado, Honda Ridgeline, Toyota Tacoma

Base Engine 2.5L/152-hp/171-lb-ft I-4
Opt Engine 4.0L/261-hp/281-lb-ft V-6
Drivetrain Front-engine, RWD/4WD, 5M/6M/5A
Towing 3,780-6,500 lb
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 58%

EPA ECON CITY/HWY: 15-19/21-23 MPG **0-60 MPH:** 7.2-9.5 SEC* • One of the most affordable pickups on the market



Nissan Kicks

Base Price \$19,000-\$21,500* **Body Type** SUV

ALL-NEW The Kicks, Nissan's less funky replacement for the subcompact Juke, just started arriving at dealers. All-wheel drive isn't an option, but it more than makes up for that with affordable pricing. The Kicks comes with an impressive amount of standard equipment, such as keyless entry and push-button start. And although 125 hp isn't very much, the Kicks' low curb weight keeps acceleration competitive for the segment.

Also Consider Honda HR-V, Kia Soul, Mazda CX-3

EPA ECON CITY/HWY: 31/36 MPG **0-60 MPH:** 9.7 SEC • A serious bargain if you don't need all-wheel drive

Base Engine 1.6L/125-hp/115-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD, CVT
Towing N/A
Max Cargo, Seats Up/Down 25.3/53.1 cu ft
Basic Warranty 3 years/36,000 miles



Nissan Murano

Base Price \$32,000-\$45,000* **Body Type** SUV

MINOR Four years after its last redesign, Nissan's stylish midsize crossover should get a light refresh for 2019. Expect a revised front end inspired by the 2019 Altima, as well as reworked taillights. Interior changes will likely be limited to technology updates such as a new infotainment system. Look for Nissan to add ProPilot Assist, its suite of driver-assist features, which includes adaptive cruise control and lane centering.

Also Consider Chevrolet Blazer, Ford Edge, Hyundai Santa Fe

EPA ECON CITY/HWY: 21/28 MPG **0-60 MPH:** 7.0-7.4 SEC • A near-luxury crossover for buyers who value style

Base Engine 3.5L/260-hp/240-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD/AWD, CVT
Towing 1,500 lb
Max Cargo, Seats Up/Down 31.1/67.0 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 44%



Nissan Pathfinder

Base Price \$32,000-\$45,500* **Body Type** SUV

UNCHANGED The Pathfinder was refreshed for 2017, receiving a number of technology and powertrain updates and a face-lift, so you can expect it to carry over into 2019 essentially unchanged. Although it isn't the newest three-row crossover on the market, buyers will appreciate the Pathfinder's strong V-6 and spacious interior. It also comes with six USB ports, so families can keep their devices charged.

Also Consider Dodge Durango, Mazda CX-9, Subaru Ascent

EPA ECON CITY/HWY: 19-20/26-27 MPG **0-60 MPH:** 7.0-7.4 SEC* • Minivan practicality with SUV looks

Base Engine 3.5L/284-hp/259-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD/AWD, CVT
Towing 6,000 lb
Max Cargo, Seats Up/Down 16.0/79.8 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 46%



Nissan Rogue

Base Price \$26,000-\$35,000* **Body Type** SUV

UNCHANGED The current Nissan Rogue has been on sale since 2013 and received an update last year. Blind-spot monitoring became standard, and Nissan added ProPilot Assist as an option as part of its plan to update the technology offered across its lineup. Considering how popular the Rogue has been the past several years, it's clear Nissan has found a winning formula here, and it won't mess with that formula for 2019.

Also Consider Honda CR-V, Mazda CX-5, Toyota RAV4

EPA ECON CITY/HWY: 25-33/32-35 MPG **0-60 MPH:** 9.0-9.1 SEC • One of the best-selling vehicles in the U.S.

Base Engine 2.5L/170-hp/175-lb-ft I-4
Opt Engine 2.0L I-4 + elec, 176 hp comb
Drivetrain Front-engine, FWD/AWD, CVT
Towing 1,102 lb
Max Cargo, Seats Up/Down 39.3/70.0 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars IIHS: TSP
IntelliChoice 5-Year Retained Value 46%



Nissan Rogue Sport

Base Price \$23,000-\$30,000* **Body Type** SUV

MINOR After finally bringing the foreign-market Qashqai to the U.S. as the Rogue Sport for 2018, Nissan quickly introduced an update halfway through the model year. The 2018.5 Rogue Sport received a few more safety features, optional adaptive cruise control, and a slightly higher price tag. Shoppers will want to examine the Rogue Sport and Kicks back to back in the showroom. **Also Consider** Honda HR-V, Hyundai Kona, Mitsubishi Eclipse Cross

EPA ECON CITY/HWY: 24-25/30-32 MPG **0-60 MPH:** 9.5-9.8 SEC* • Not quite a true compact crossover

Base Engine 2.0L/141-hp/147-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, CVT
Towing N/A
Max Cargo, Seats Up/Down 22.9/61.1 cu ft
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 47%



Nissan Titan

Base Price \$31,000-\$58,000* **Body Type** Pickup

UNCHANGED After the Titan's 2016 redesign, Nissan hasn't made many changes to its full-size pickup. A recently introduced factory lift kit developed by Icon Vehicle Dynamics increases ride height by 3.0 inches. Nissan has promised a V-6 since the beginning, but those plans have been pushed back indefinitely. It could show up for 2019, but there's no telling which trims it would accompany. **Also Consider** Chevrolet Silverado 1500, Ford F-150, Ram 1500

EPA ECON CITY/HWY: 15/20-21 MPG **0-60 MPH:** 6.5-6.9 SEC* • A full-size truck with an impressive warranty

Base Engine 4.0L/261-hp/281-lb-ft V-6*
Opt Engine 5.6L/390-hp/394-lb-ft V-8
Drivetrain Front-engine, RWD/4WD, 7A
Towing 9,230-9,740 lb
Basic Warranty 5 years/100,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 50%



Nissan Titan XD

Base Price \$33,500-\$65,500* **Body Type** Pickup

UNCHANGED The Titan XD isn't as capable as other heavy-duty pickups, but that's by design. Nissan created the XD for buyers who wanted more capability than a light-duty pickup but didn't need the full HD experience. To do so, Nissan turned to Cummins for its diesel engine instead of developing one in-house. But like the regular Titan, don't expect many changes for 2019. It also gets the new lift kit. **Also Consider** Chevrolet Silverado 2500, Ford F-250, Ram 2500 HD

Base Engine 5.6L/390-hp/394-lb-ft V-8
Opt Engine 5.0L/310-hp/555-lb-ft t-diesel V-8
Drivetrain Front-engine, RWD/4WD, 7A/6A
Towing 10,990-12,760 lb
Basic Warranty 5 years/100,000 miles
IntelliChoice 5-Year Retained Value 50%

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 7.4-9.6 SEC* • Not quite a heavy-duty truck but still plenty capable



Porsche Cayenne

Base Price \$66,750-\$125,650 **Body Type** SUV

MAJOR Porsche redesigned the Cayenne for 2019. Thanks to its aluminum-intensive construction, the third-gen crossover is longer and lighter than before. The Cayenne also gets updated powertrains that offer more power and better fuel efficiency. Eventually, Porsche will likely add other engine options, but don't expect a diesel to be one of them. The cabin also gets a significantly larger 12.3-inch touchscreen. **Also Consider** BMW X5, Mercedes-Benz GLE-Class, Land Rover Range Rover Sport

Base Engine 3.0L/335-hp/332-lb-ft turbo V-6
Opt Engine 2.9L/434-hp/406-lb-ft twin-turbo V-6; 3.0L turbo V-6 + elec, 455 hp/516 lb-ft comb; 4.0L/541-hp/568-lb-ft twin-turbo V-8
Drivetrain Front-engine, AWD, 8A
Towing 7,700 lb
Max Cargo, Seats Up/Down 27.1/60.3 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 56%

EPA ECON CITY/HWY: 15-20/21-26 MPG* **0-60 MPH:** 3.9-5.9 SEC* • The sports car of SUVs is better than ever



Porsche Macan

Base Price \$50,000-\$90,000* **Body Type** SUV

MINOR The Macan receives a midcycle refresh with small changes to the front and rear ends, as well as bigger changes in the cabin and under the hood. Porsche upgraded the infotainment system and added a larger touchscreen. An upgraded chassis promises improved handling. The entire engine lineup will likely be overhauled, too, with power up across the board. There's even a chance of a Macan Turbo S. **Also Consider** Alfa Romeo Stelvio, Jaguar F-Pace, Range Rover Velar

Base Engine 2.0L/292-hp/280-lb-ft turbo I-4*
Opt Engine 3.0L/355-hp/360-lb-ft turbo V-6*; 2.9L/440-hp/445-lb-ft turbo V-6*
Drivetrain Front-engine, AWD, 7-sp twin-cl auto
Towing 4,500 lb*
Max Cargo, Seats Up/Down 17.7/53.0 cu ft
Basic Warranty 4 years/50,000 miles
IntelliChoice 5-Year Retained Value 62%

EPA ECON CITY/HWY: 18-21/24-26 MPG* **0-60 MPH:** 3.5-6.0 SEC* • More of a high-riding hot hatch than a crossover



Ram 1500

Base Price \$33,340-\$57,890 **Body Type** Pickup

MAJOR Ram redesigned its smooth-riding full-size truck for 2019, improving fuel efficiency and adding even more features. Weight is down by 225 pounds, and every version other than the Rebel gets two-mode shocks for a smoother ride. A mild hybrid system is standard on V-6 models and optional on the V-8. Ram will eventually offer a diesel V-6, but it's not scheduled to go on sale until the 2020 model year. **Also Consider** Chevrolet Silverado 1500, Ford F-150, Nissan Titan

Base Engine 3.6L V-6 + elec, 305 hp/269 lb-ft comb
Opt Engine 5.7L/395-hp/410-lb-ft V-8; 5.7L V-8 + elec, 395 hp/410 lb-ft comb
Drivetrain Front-engine, RWD/4WD, 8A
Towing 6,640-12,750 lb
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 55%

EPA ECON CITY/HWY: 15-17/21-25 MPG* **0-60 MPH:** 6.1-8.5 SEC* • The pickup that rides like a crossover



Ram 2500/3500 HD

Base Price \$34,500-\$64,500* **Body Type** Pickup

UNCHANGED After introducing the latest generation of the 1500 for 2019, expect Ram to redesign its heavy-duty trucks next. The design should be revealed soon, but the new Ram HDs will probably be sold as 2020 models. For 2019, expect the 2500 and 3500 to carry over unchanged. But updates from last year, including Android Auto and Apple CarPlay support, ensure they still feel relatively modern. **Also Consider** Ford Super Duty, Chevrolet Silverado HD, GMC Sierra HD

Base Engine 5.7L/383-hp/400-lb-ft V-8
Opt Engine 6.4L/410-hp/429-lb-ft V-8; 6.7L/350-385-hp/660-900-lb-ft t-diesel I-6
Drivetrain Front-engine, RWD/4WD, 6M/6A
Towing 7,300-31,210 lb
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 53%

EPA ECON CITY/HWY: NOT RATED **0-60 MPH:** 8.2-9.4 SEC* • An incredibly powerful workhorse



Rolls-Royce Cullinan

Base Price \$325,000* **Body Type** SUV

ALL-NEW Built on the same platform as the Phantom, the Cullinan has all the opulence and exclusivity you'd expect from a Rolls-Royce. It just happens to be styled like an SUV. Rolls-Royce would prefer for the Cullinan to be referred to as a "high-bodied car," but the all-wheel-drive behemoth offers a surprising amount of rugged capability. It can wade through water up to 21 inches deep. **Also Consider** Bentley Bentayga, Lamborghini Urus, Land Rover Range Rover

Base Engine 6.8L/563-hp/627-hp twin-turbo V-12
Opt Engine None
Drivetrain Front-engine, AWD, 8A
Towing 7,275 lb
Max Cargo, Seats Up/Down 43.4/68.2 cu ft
Basic Warranty 4 years/unlimited miles

EPA ECON CITY/HWY: 17/22 MPG* **0-60 MPH:** 5.0 SEC* • Go anywhere in ultimate luxury



Subaru Ascent

Base Price \$32,970-\$45,670 **Body Type** SUV

ALL-NEW The Ascent marks Subaru's return to the midsize three-row crossover segment and offers seating for up to eight. Active safety tech comes standard, as do Android Auto and Apple CarPlay. Only the range-topping Touring models offer Java Brown leather upholstery, ventilated front seats, and Satin Chrome side mirror covers. Second-row captain's chairs are available on all but the base model. **Also Consider** Honda Pilot, Toyota Highlander, Chevrolet Traverse

EPA ECON CITY/HWY: 20-21/26-27 MPG **0-60 MPH:** 6.9-7.3 SEC • Subaru returns to the three-row crossover game

Base Engine 2.4L/260-hp/277-lb-ft turbo flat-4
Opt Engine None
Drivetrain Front-engine, AWD, CVT
Towing 5,000 lb
Max Cargo, Seats Up/Down 17.8/86.5 cu ft
Basic Warranty 3 years/36,000 miles



Subaru Crosstrek

Base Price \$22,870 **Body Type** SUV

MINOR Subaru introduces its first plug-in hybrid as a Crosstrek variant. The Crosstrek plug-in will use Toyota's hybrid system mated to Subaru's AWD system and a flat-four engine. Otherwise, minor updates include the availability of the EyeSight safety suite on all models with the CVT. Standard equipment on the range-topping Limited grade includes EyeSight, reverse automatic braking, and high-beam assist. **Also Consider** Honda HR-V, Hyundai Kona, Jeep Renegade

EPA ECON CITY/HWY: 23-27/29-33 MPG, **PHEV:** 35 MPG COMB*; **EV RANGE:** 18 MILES* **0-60 MPH:** 8.8-9.8 SEC* • A small crossover done right

Base Engine 2.0L/152-hp/145-lb-ft flat-4
Opt Engine 2.0L flat-4 + elec, 165 hp comb*
Drivetrain Front-engine, AWD, 6M/CVT
Towing 1,500 lb
Max Cargo, Seats Up/Down 20.8/55.3 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 59%



Subaru Forester

Base Price \$25,000* **Body Type** SUV

MAJOR The Forester now rides on Subaru's new global platform, which also underpins the Crosstrek, Impreza, and Ascent, but it sacrifices its predecessor's turbocharged engine. It's roomier inside for both people and cargo, the latter area getting a dirt-fighting textured surface. EyeSight comes standard, as do LED headlights. A Sport model includes black 18-inch alloy wheels, black grille surrounds, orange stitching, and a roof spoiler. **Also Consider** Honda CR-V, Toyota RAV4, Mazda CX-5

EPA ECON CITY/HWY: 26/33 MPG **0-60 MPH:** 8.7 SEC* • Now more practical than ever

Base Engine 2.5L/182-hp/176-lb-ft flat-4
Opt Engine None
Drivetrain Front-engine, AWD, CVT
Towing 1,500 lb*
Max Cargo, Seats Up/Down 32.0*/76.1 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP
IntelliChoice 5-Year Retained Value 56%



Subaru Outback

Base Price \$27,320-\$35,970 **Body Type** SUV

UNCHANGED EyeSight is now standard on all Outback models. Two USB ports and a 5.0-inch instrument cluster display are now standard on the base 2.5i trim. The Outback recently received a refresh with minor exterior styling tweaks, an updated multimedia system with Apple CarPlay and Android Auto standard, an optional 8.0-inch touchscreen, and available adaptive LED headlights. We could see a redesign after the next-gen Legacy. **Also Consider** Nissan Murano, Ford Edge

EPA ECON CITY/HWY: 20-25/27-32 MPG **0-60 MPH:** 6.9-9.4 SEC • The original crossover wagon remains a solid proposition

Base Engine 2.5L/175-hp/174-lb-ft flat-4
Opt Engine 3.6/256-hp/247-lb-ft flat-6
Drivetrain Front-engine, AWD, CVT
Towing 2,700 lb
Max Cargo, Seats Up/Down 35.5/73.3 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 5 Stars; IIHS: TSP+
IntelliChoice 5-Year Retained Value 56%



Tesla Model X

Base Price \$81,000-\$141,000* **Body Type** SUV

UNCHANGED The Model S and Model 3 get the most attention, but the Model X is as practical as Teslas get. It can be ordered with seating for five, six, or seven passengers, and Tesla says the top-hinged rear doors only need 11 inches of space to open. Three battery options are available, with the 100D offering 295 miles of range. The P100D has a shorter range but rewards owners with truly impressive acceleration. **Also Consider** Audi E-Tron Quattro, Jaguar I-Pace

EPA RANGE: 238-295 MILES **0-60 MPH:** 3.2-5.5 SEC* • A Tesla for the whole family

Base Motor 328-hp/387-lb-ft dual electric
Opt Motor 417-hp/487-lb-ft dual electric*;
 680-hp/791-lb-ft dual electric
Drivetrain AWD, 1A
Towing 5,000 lb
Max Cargo, Seats Up/Down 26.0/88.1 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 43%



Toyota 4Runner

Base Price \$36,000-\$46,500* **Body Type** SUV

MINOR Updates for the 2019 Toyota 4Runner are limited to the TRD Pro model, which gets additional standard features such as LED foglights, Fox internal bypass shocks, a 0.25-inch-thick TRD aluminum skidplate, a JBL audio system, and a moonroof. As with all TRD Pro models, the 4Runner TRD Pro gets an exclusive exterior color called Voodoo Blue in addition to Super White and Midnight Black Metallic. **Also Consider** Jeep Grand Cherokee, Ford Bronco, Lexus GX

EPA ECON CITY/HWY: 17/20-21 MPG **0-60 MPH:** 7.9-8.0 SEC • Oldie but goodie and a hoot off the beaten path

Base Engine 4.0L/270-hp/278-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, RWD/4WD, 5A
Towing 5,000 lb
Max Cargo, Seats Up/Down 9.0/ 89.7 cu ft
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 69%



Toyota C-HR

Base Price \$20,000-\$27,000* **Body Type** SUV

UNCHANGED The C-HR gets a new base LE trim and a new range-topping Limited grade. Apple CarPlay is now standard on all models. Base LE models get 17-inch alloy wheels and a polyurethane steering wheel; the Limited grade adds foglights, heated front seats, leather upholstery, and an optional Entune 3.0 multimedia system with an upgraded audio system. AWD still isn't available; Snow Belt residents will want winter tires.

Also Consider Nissan Kicks, Honda HR-V, Jeep Renegade

EPA ECON CITY/HWY: 27/31 MPG 0-60 MPH: 10.3 SEC • Polarizing looks remain its key selling point

Base Engine 2.0L/144-hp/139-lb-ft I-4

Opt Engine None

Drivetrain Front-engine, FWD, CVT

Towing N/A

Max Cargo, Seats Up/Down 19.0/36.4 cu ft

Basic Warranty 3 years/36,000 miles

Safety NHTSA: 5 Stars

IntelliChoice 5-Year Retained Value 55%



Toyota Highlander

Base Price \$32,500-\$49,500* **Body Type** SUV

UNCHANGED The Highlander gets minor exterior updates. The SE trim adds black headlights, taillights, alloy wheels, and foglight surrounds. Higher trims receive chrome foglight surrounds on standard and hybrid models, and the LE, LE Plus, and XLE grades get black side rocker panels. A new generation should arrive soon on the TNGA platform and share the updated V-6 with the Avalon and Camry. **Also Consider** Honda Pilot, Chevrolet Traverse, Volkswagen Atlas

EPA ECON CITY/HWY: 19-30/24-28 MPG 0-60 MPH: 7.1-8.7 SEC* • Three rows and lots of USB ports make it family-friendly

Base Engine 2.7L/185-hp/184-lb-ft I-4

Opt Engine 3.5L/295-hp/263-lb-ft V-6; 3.5L

V-6 + elec, 306 hp comb

Drivetrain Front-engine, FWD/AWD, 6A/8A/CVT

Towing 1,500-5,000 lb

Max Cargo, Seats Up/Down 13.8/ 83.7 cu ft

Basic Warranty 3 years/36,000 miles

Safety NHTSA: 5 Stars; IIHS: TSP

IntelliChoice 5-Year Retained Value 55%



Toyota Land Cruiser

Base Price \$86,000* **Body Type** SUV

UNCHANGED The Land Cruiser carries over unchanged from last year and remains a single loaded package. Standard features include Toyota's Kinetic Dynamic Suspension System, Crawl Control, and the Multi-Terrain Select System to optimize off-road capability. Toyota's Entune comes standard with navigation and a 9.0-inch touchscreen. The Toyota Safety Sense-P suite is standard. **Also Consider** Mercedes-Benz G-Class, Jeep Wrangler Rubicon, Land Rover Range Rover

EPA ECON CITY/HWY: 13/18 MPG 0-60 MPH: 6.8 SEC • Legendary in its capability and durability

Base Engine 5.7L/381-hp/401-lb-ft V-8

Opt Engine None

Drivetrain Front-engine, 4WD, 8A

Towing 8,100 lb

Max Cargo, Seats Up/Down 16.1/ 81.7 cu ft

Basic Warranty 3 years/36,000 miles

IntelliChoice 5-Year Retained Value 54%



Toyota RAV4

Base Price \$26,000-\$35,500* **Body Type** SUV

MAJOR America's best-selling passenger vehicle gets redesigned with a more imposing look. The RAV4 moves to the TNGA platform and gets the same new four-cylinder engine as the Camry and a hybrid system that promises to be the sportiest model. Toyota's Entune 3.0 now comes with Apple CarPlay and Amazon Alexa integration. Toyota Safety Sense 2.0 is standard. The Adventure trim returns with more ground clearance.

Also Consider Honda CR-V, Mazda CX-5, Hyundai Tucson

EPA ECON CITY/HWY: 23-36/31-34 MPG* 0-60 MPH: 7.5-8.5 SEC* • Beefier, more aggressive, and more demanding of attention

Base Engine 2.5L/203-hp/184-lb-ft I-4*

Opt Engine 2.5L I-4 + elec, 215 hp comb*

Drivetrain Front-engine, FWD/AWD, 8A/CVT

Towing 1,500-3,500 lb*

Max Cargo, Seats Up/Down 34.0/75 cu ft*

Basic Warranty 3 years/36,000 miles

Safety NHTSA: 5 Stars; IIHS: TSP

IntelliChoice 5-Year Retained Value 54%



Toyota Sequoia

Base Price \$50,000-\$69,000* **Body Type** SUV

UNCHANGED The three-row Sequoia carries over unchanged after receiving a refresh last year. It gained a new TRD Sport trim with black 20-inch alloy wheels, Bilstein shocks, TRD front and rear anti-roll bars, and TRD-embroidered floor-mats. Sadly, the Sequoia's multimedia system is dated with a 6.1-inch touchscreen, which is small by modern standards, and it lacks Apple CarPlay and Android Auto. **Also Consider** Ford Expedition, Chevrolet Tahoe, Nissan Armada

EPA ECON CITY/HWY: 13/17 MPG 0-60 MPH: 6.8 SEC • Roomy, but no longer able to hide its age

Base Engine 5.7L/381-hp/401-lb-ft V-8

Opt Engine None

Drivetrain Front-engine, RWD/4WD, 6A

Towing 7,000-7,400 lb

Max Cargo, Seats Up/Down 18.9/120.1 cu ft

Basic Warranty 3 years/36,000 miles

IntelliChoice 5-Year Retained Value 54%



Toyota Tacoma

Base Price \$26,500-\$43,000* **Body Type** Pickup

UNCHANGED Changes include an upgraded TRD Pro model, which includes an optional TRD desert air intake—this moves the inlet away from the wheelwells. New standard features include 16-inch TRD Pro black alloy wheels shod in Goodyear Wrangler Kevlar all-terrain tires, a JBL audio system, and navigation. The rest of the lineup is expected to receive only extra convenience features. **Also Consider** Chevrolet Colorado, Ford Ranger, GMC Canyon

EPA ECON CITY/HWY: 17-20/20-24 MPG 0-60 MPH: 6.8-9.0 SEC* • A popular midsize truck revered for its capability and resale value

Base Engine 2.7L/159-hp/180-lb-ft I-4

Opt Engine 3.5L/278-hp/265-lb-ft V-6

Drivetrain Front-engine, RWD/4WD, 6M/6A

Towing 3,500-6,800 lb

Basic Warranty 3 years/36,000 miles

Safety NHTSA: 4 Stars

IntelliChoice 5-Year Retained Value 70%



Toyota Tundra

Base Price \$33,000-\$52,000* **Body Type** Pickup

UNCHANGED The 2019 Tundra gets an upgraded TRD Pro model with a suspension that features 2 inches of extra lift, Fox internal bypass shocks with 46mm pistons, LED headlights and foglights, black chrome dual exhaust tips, 18-inch BBS forged aluminum wheels, a front skidplate, a black hood scoop insert, and TRD Pro—badged seats. Like the 2019 Toyota 4Runner TRD Pro, the 2019 Tundra TRD Pro will be available in Voodoo Blue.

Also Consider Ford F-150, Ram 1500, Chevrolet Silverado 1500

EPA ECON CITY/HWY: 13-15/17-19 MPG **0-60 MPH:** 6.6-7.4 SEC • Toyota's full-size pickup gets more capable off-road

Base Engine 4.6L/310-hp/327-lb-ft V-8
Opt Engine 5.7L/381-hp/401-lb-ft V-8
Drivetrain Front-engine RWD/4WD, 6A
Towing 9,800-10,200 lb
Basic Warranty 3 years/36,000 miles
Safety NHTSA: 4 Stars
IntelliChoice 5-Year Retained Value 68%



Volkswagen Atlas

Base Price \$32,000-\$44,000* **Body Type** SUV

UNCHANGED The six- or seven-passenger three-row crossover adds automatic emergency braking, blind-spot monitoring, and rear cross-traffic alert as standard on the base S trim. The SEL now includes LED taillights and a digital instrument cluster. We've found that the Atlas' V-6 could use more power and the suspension could use a retuning, but we appreciate the SUV's packaging and off-road capabilities. **Also Consider** Honda Pilot, Dodge Durango, Chevrolet Traverse

EPA ECON CITY/HWY: 17-22/23-26 MPG **0-60 MPH:** 7.8-9.0 SEC* • VW's offering for those who have outgrown their Passats and Tiguan

Base Engine 2.0L/235-hp/258-lb-ft turbo I-4
Opt Engine 3.6L/276-hp/266-lb-ft V-6
Drivetrain Front-engine, FWD/AWD, 8A
Towing 2,000-5,000 lb
Max Cargo, Seats Up/Down 20.6/96.8 cu ft
Basic Warranty 6 years/72,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 49%



Volkswagen Tiguan

Base Price \$25,500-\$34,000* **Body Type** SUV

UNCHANGED VW's nearly midsize CUV has automatic emergency braking, blind-spot monitoring, and rear cross-traffic alert as standard on the SE trim. Move up to the SEL, and a digital instrument cluster—a feature borrowed from Audi—is now standard, along with a system that facilitates maneuvering into or out of tight spots. AWD versions come with five or seven seats; front-drive Tiguans only come with three rows of seats. **Also Consider** Honda CR-V, Toyota RAV4, Chevrolet Equinox

EPA ECON CITY/HWY: 21-22/25-27 MPG **0-60 MPH:** 8.6 SEC • VW's attempt to make up ground in a hot segment

Base Engine 2.0L/184-hp/221-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, FWD/AWD, 8A
Towing 1,500 lb
Max Cargo, Seats Up/Down 12.0/73.5 cu ft
Basic Warranty 6 years/72,000 miles
IntelliChoice 5-Year Retained Value 45%



Volvo XC40

Base Price \$34,195-\$40,745 **Body Type** SUV

ALL-NEW Volvo enters a new segment with the not-quite-compact XC40 crossover. It's small but offers plenty of luxury and safety wrapped in a Scandinavian modern exterior. Two 2.0-liter turbo-fours power the crossover, but expect a plug-in hybrid model soon. Besides vehicles and pedestrians, the collision avoidance system also detects cyclists and large animals. The XC40 can automatically steer you away from an oncoming vehicle. **Also Consider** Jaguar E-Pace, BMW X2, Cadillac XT4

EPA ECON CITY/HWY: 23/31-33 MPG **0-60 MPH:** 6.7-7.5 SEC* • A smaller slice of Scandinavian luxury

Base Engine 2.0L/187-hp/221-lb-ft turbo I-4
Opt Engine 2.0L/248-hp/258-lb-ft turbo I-4
Drivetrain Front-engine, FWD/AWD, 8A
Towing 3,500 lb
Max Cargo, Seats Up/Down 20.7/47.2 cu ft
Basic Warranty 4 years/50,000 miles

COMPARISON TEST
WINNER



Volvo XC60

Base Price \$42,500-\$58,000* **Body Type** SUV

UNCHANGED Volvo adds more standard features to all trim levels; the R-Design and Inscription trims receiving the most, including a Harman Kardon audio system, a self-parking system, blind-spot monitoring with rear cross-traffic alert, and power-folding rear headrests, rear seats, and side mirrors. Nappa leather seating with massaging front seats is a new option. An efficient plug-in hybrid variant is available.

Also Consider Acura RDX, BMW X3, Jaguar F-Pace

EPA ECON CITY/HWY: 19-22/27-29 MPG; PHEV: 26/28 MPG; EV RANGE: 18 MILES **0-60 MPH:** 5.4-6.2 SEC • Prioritizing safety and luxury

Base Engine 2.0L/250-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/316-hp/295-lb-ft s'chg'd turbo I-4; 2.0L s'chg'd turbo I-4 + elec, 400 hp/472 lb-ft comb
Drivetrain Front-engine, FWD/AWD, 8A
Towing 4,630-5,291 lb
Max Cargo, Seats Up/Down 22.4/50.6 cu ft
Basic Warranty 4 years/50,000 miles
Safety IIHS: TSP
IntelliChoice 5-Year Retained Value 50%



Volvo XC90

Base Price \$48,500-\$106,500* **Body Type** SUV

UNCHANGED Our 2016 SUV of the Year enters 2019 with more standard features on the base T5 model, including three-row seating, Dark Flame Birch interior trim, and a 12-volt outlet in the cargo area. The new Advanced package adds a self-parking system, a surround-view camera system, and a head-up display. Priced below many rivals, it offers a striking interior with many standard features. **Also Consider** Mercedes-Benz GLE-Class, BMW X5, Acura MDX

EPA ECON CITY/HWY: 19-22/26-29 MPG; PHEV: 26/30 MPG COMB; EV RANGE: 19 MILES **0-60 MPH:** 5.0-7.2 SEC* • An impressive three-row option

Base Engine 2.0L/250-hp/258-lb-ft turbo I-4
Opt Engine 2.0L/316-hp/295-lb-ft s'chg'd turbo I-4; 2.0L s'chg'd turbo I-4 + elec, 400 hp/472 lb-ft comb
Drivetrain Front-engine, FWD/AWD, 8A
Towing 4,000-5,000 lb
Max Cargo, Seats Up/Down 15.8/85.7 cu ft
Basic Warranty 4 years/50,000 miles
Safety NHTSA: 5 Stars
IntelliChoice 5-Year Retained Value 50%

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PITTSBURGH **1 TON JACKS** **1/2" SUPER COUPON**

RAPID PUMP® 3 TON STEEL HEAVY DUTY LOW PROFILE FLOOR JACK • Weighs 73 lbs.

NOW \$799

Customer Rating ★★★★★

COMPARE TO **TEQ** **\$149.99** **SAVE \$70**

ITEM 62326/61282/61253 shown

45965844

LIMIT 3 - Coupon valid through 12/31/18*

U.S. GENERAL **44" x 22" DOUBLE BANK EXTRA DEEP CABINETS** **NEW** **SUPER COUPON**

Customer Rating ★★★★★

COMPARE TO **SNAP-ON** **\$2,605** **SAVE \$2,155**

ITEM 64281 64134/64133 shown

ITEM 64441 64442/64443 shown

ITEM 64444 64445/64446 shown

45968548

LIMIT 5 - Coupon valid through 12/31/18*

FREE **WITH ANY PURCHASE** **3-1/2" SUPER BRIGHT ALUMINUM FLASHLIGHT**

• 9 LED
• Compact, Lightweight

ITEM 69111 63599/62522/62573 63875/63884/63886 63888/69052 shown

COMPARE TO **RAYOVAC** **\$350**

MODEL: BR5LED-B

45959819

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Limit 1 coupon per customer per day. Save 20% on any 1 item purchased. *Cannot be used with other discount, coupon or any of the following items or brands: Inside Track Club membership, Extended Service Plan, sell card, open box item, 3 day Parking Lot Sale item, compressed floor jacks, safety saw mills, storage cabinets, chests or carts, trailers, trencher/backhoe, welders, Airmax, Axxis, Baxx, Cobra, CoverPro, Dayton, Earthquake, Fisher, Hercules, Icon, Jupiter, Lynx, Poulas, Predator, Talgator, Viking, Vulcan, Zenith. Not valid on prior purchases. Non-transferable. Original coupon must be presented. Valid through 12/31/18.

TALGATOR **900 MAX. STARTING/700 RUNNING WATTS 2 HP (63 CC) 2 CYCLE GAS GENERATOR** **SUPER COUPON**

Customer Rating ★★★★★

• 5 hours run-time @ 50% capacity

NOW \$899

COMPARE TO **ALL POWER** **\$124.75** **SAVE \$34**

ITEM 63024/63025 shown

45969654

LIMIT 5 - Coupon valid through 12/31/18*

HARDY **MECHANIC'S GLOVES** **SUPER COUPON**

Customer Rating ★★★★★

NOW \$3.99

COMPARE TO **VALEO** **\$11.02** **SAVE 63%**

ITEM 62434, 62426, 62433, 64178, 64179, 62432, 62429, 62428 shown

MODEL: 25521

45973895

LIMIT 6 - Coupon valid through 12/31/18*

PITTSBURGH **CLICK-TYPE TORQUE WRENCHES** **SUPER COUPON**

• Reversible

Customer Rating ★★★★★

Item 239 shown

LIFETIME WARRANTY

DRIVE	ITEM
1/4"	2696/61277/63881
3/8"	807/61276/63880
1/2"	62431/239/63882

COMPARE TO **HUSKY** **\$84.97** **SAVE 88%**

MODEL: H20TW

46076786

LIMIT 5 - Coupon valid through 12/31/18*

CENTRAL PNEUMATIC **3 GALLON, 100 PSI OIL-FREE AIR COMPRESSORS** **SUPER COUPON**

Customer Rating ★★★★★

• Air delivery: 0.6 CFM @ 90 PSI 1 CFM @ 40 PSI

COMPARE TO **PORTER-CABLE** **\$98.62** **SAVE 59%**

MODEL: PCFP0203

45980394

LIMIT 5 - Coupon valid through 12/31/18*

HaulMaster **1000 lb. capacity 18" x 12" MOVER'S DOLLY** **SUPER COUPON**

Customer Rating ★★★★★

NOW \$7.99

COMPARE TO **BUFFALO TOOLS** **\$17.65** **SAVE 54%**

MODEL: HDFOOLLY

ITEM 61899/63095/63096 63098/63097/93888 shown

45981987

LIMIT 7 - Coupon valid through 12/31/18*

PITTSBURGH **1 TON CAPACITY FOLDABLE SHOP CRANE** **SUPER COUPON**

Customer Rating ★★★★★

• Boom extends from 36-1/4" to 50-1/4"
• Crane height adjusts from 82" to 94"

NOW \$999

COMPARE TO **IRON TON** **\$199.99** **SAVE \$100**

MODEL: 46218

ITEM 69512/61858/69445 shown

45986369

LIMIT 5 - Coupon valid through 12/31/18*

CHICAGO **RECIPROCATING SAW WITH ROTATING HANDLE** **SUPER COUPON**

Customer Rating ★★★★★

NOW \$199

COMPARE TO **PORTER-CABLE** **\$59.98** **SAVE 66%**

MODEL: PCE360

ITEM 61884 65570 62370 shown

Blade sold separately.

45993071

LIMIT 6 - Coupon valid through 12/31/18*

PITTSBURGH PRO **1/2" DRIVE 25" BREAKER BAR** **SUPER COUPON**

Customer Rating ★★★★★

• Chrome vanadium steel construction
• Head swivels 180°
• Polished finish

LIFETIME WARRANTY

NOW \$8.99

COMPARE TO **DURALAST** **\$21.99** **SAVE 59%**

MODEL: 72-121

ITEM 60819 67933 shown

45993286

LIMIT 3 - Coupon valid through 12/31/18*

EARTHQUAKE **1/2" HEAVY DUTY COMPOSITE PRO AIR IMPACT WRENCH** **SUPER COUPON**

• Weighs 5 lbs.

Customer Rating ★★★★★

NOW \$899

COMPARE TO **CHICAGO PNEUMATIC** **\$249.99** **SAVE \$160**

MODEL: CP7749

ITEM 62835

46049624

LIMIT 5 - Coupon valid through 12/31/18*

WARRIOR **3 PIECE TITANIUM HIGH SPEED STEEL STEP BITS** **SUPER COUPON**

Customer Rating ★★★★★

• Drill 28 hole sizes from 1/8" to 3/4"

NOW \$8.99

COMPARE TO **IRWIN** **\$59.98** **SAVE 85%**

MODEL: 15504PKSM

ITEM 69087/60379/91616 shown

45999690

LIMIT 6 - Coupon valid through 12/31/18*

BADLAND **12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE** **SUPER COUPON**

Customer Rating ★★★★★

• Weighs 86.4 lbs.
• 21" L x 10-1/8" H

NOW \$299

COMPARE TO **WARN** **\$699.99** **SAVE \$400**

MODEL: 98820

ITEM 64046/64045 63770 shown

46001505

LIMIT 5 - Coupon valid through 12/31/18*

COVER PRO **10 FT. x 17 FT. PORTABLE GARAGE** **SUPER COUPON**

Customer Rating ★★★★★

NOW \$169

COMPARE TO **SHELTER LOGIC** **\$270** **SAVE \$100**

MODEL: 16077

ITEM 62859/63055/62860 shown

46005470

LIMIT 3 - Coupon valid through 12/31/18*

ROTATING MAGNETIC LED WORK LIGHT **SUPER COUPON**

Customer Rating ★★★★★

NOW \$7.99

COMPARE TO **SNAP-ON** **\$58.99** **SAVE 86%**

MODEL: ECFPIVOTE

ITEM 63766 64066/63422/62955 shown

46001628

LIMIT 5 - Coupon valid through 12/31/18*

CHICAGO ELECTRIC **125 AMP FLUX-CORE WELDER** **SUPER COUPON**

Customer Rating ★★★★★

• EVERYTHING YOU NEED TO WELD

NOW \$999

COMPARE TO **IRON TON** **\$149.99** **SAVE \$50**

MODEL: 45433

ITEM 63583/63582 shown

46018694

LIMIT 5 - Coupon valid through 12/31/18*

CENTRAL PNEUMATIC **3" HIGH SPEED AIR CUT-OFF TOOL** **SUPER COUPON**

Customer Rating ★★★★★

NOW \$5.99

COMPARE TO **SPEEDWAY** **\$18.35** **SAVE 67%**

MODEL: 7625

ITEM 60243 69473/60374 shown

46020707

LIMIT 5 - Coupon valid through 12/31/18*

PITTSBURGH **PNEUMATIC ADJUSTABLE ROLLER SEAT** **SUPER COUPON**

• 300 lb. capacity

Customer Rating ★★★★★

NOW \$19.99

COMPARE TO **DURALAST** **\$64.99** **SAVE 69%**

MODEL: TR6201C

ITEM 61160/61896 63456/46319 shown

46021088

LIMIT 4 - Coupon valid through 12/31/18*

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SUVOCABULARY

Words Michael Cantu

TERMS YOU SHOULD KNOW WHEN SHOPPING FOR A NEW RIG

If you are considering joining the crowd buying a sport utility vehicle or pickup, you should know some essential terms before you walk into a dealership. Here's a basic primer to ensure you are on the right (perhaps muddy) path.

Four-Wheel Drive (4x4) vs. All-Wheel Drive (AWD)

Four-wheel-drive systems—usually used with pickups and truck-based SUVs—use a selectable transfer case that can shift the vehicle's power to both the front and rear drive shafts when needed. The transfer case also has low-range gears for difficult off-road situations. AWD systems use a series of differentials and clutches to distribute torque to all four wheels—but in varying percentages depending on the system and conditions. The majority of crossovers and car-based SUVs use AWD systems for their lighter weight and simplicity for light off-road or inclement weather duties; four-wheel-drive systems are heavier to support more intense off-road adventuring.

Body on Frame vs. Unibody

Body-on-frame vehicles consist of a separate body that is mounted on a strong frame or chassis, which carries the powertrain and suspension. Most pickups and large SUVs still use this aged design. Body-on-frame vehicles shine in off-road use and with heavy hauling and towing jobs. But most vehicles have evolved

to the unibody construction, which incorporates the body and frame into one single piece to save weight and improve comfort and handling. Many unibody designs—also referred to as unit-body—are “car-based,” but dedicated crossover unibody platforms are emerging.

Tire Dimensions

Using “235/60R18” as an example, the first number (235) indicates the width of the tire in millimeters from sidewall to sidewall. The second number (60) is the aspect ratio, or the height of the tire's sidewall as a percentage of its width. The “R” refers to the radial construction of the tire. The last number (18) states the size of the wheel's diameter in inches. Tires also carry a number and letter that indicate the tire's maximum safe load and speed range.

Curb Weight

The vehicle's weight with full fluids but without any passengers or cargo.

Gross Vehicle Weight Rating (GVWR) and Gross Combined Weight Rating (GCWR)

The GVWR is the maximum safe allowable mass of the vehicle, its passengers, and cargo. The GCWR is the combined weight of the loaded vehicle and the trailer in tow. Exceeding either rating risks damaging the suspension and overwhelming vehicle safety systems.

Towing Capacity and Tongue Weight

Towing capacity is the weight that a vehicle can safely tow. Tongue weight is the amount of weight that the trailer is applying directly to the truck's suspension. This is usually about 10 percent of the trailer's weight.

Trailer Hitch

The trailer hitch assembly consists of the hitch receiver, ball adapter, and ball in one unit. The hitch assembly comes in five classes (Class I to Class V) depending on the weight capacity. Fifth-wheel and gooseneck hitches are mounted in the bed of the truck (over or in front of the rear axle) to offer greater towing capacities and an improved turning radius.

Payload

The maximum amount of passenger and cargo weight a vehicle can safely carry.

Cargo Capacity

The total size of a vehicle's cargo area, measured in cubic feet and usually given in two sets of numbers: with the seats up and with the seats down.

Load Floor Height

The distance from the ground to the floor of a vehicle's cargo area or bed.

Crawl Ratio

The lowest overall gear reduction a vehicle can achieve for creeping

over off-road obstacles. Higher numbers mean greater torque multiplication and slower, more precise crawling.

Ground Clearance

The amount of space from the ground to the lowest part of the vehicle, usually the axle's differential.

Approach/Departure Angle

The maximum angle a vehicle can clear from the ground to the front or rear. Breakover angle is the angle between the bottom of the tires to the midpoint of the underside of the vehicle. The higher the numbers, the larger the obstacle or steeper the incline a vehicle can drive over.

Descent Control

A computerized off-road feature that maintains a predetermined crawling speed when traveling downhill, without the driver needing to apply the brake pedal.

Fording Depth

The max depth a vehicle can operate in water, sometimes called wading depth.

½-Ton vs. ¾-Ton vs. 1-Ton Trucks

An outdated reference to how much a truck can haul (payload), as a classification of truck capabilities. The higher the weight rating, the more upgrades to the vehicle's suspension, chassis, and engines.

NEW HORIZONS If you're among the droves of sedan drivers making a switch to the sport utility side, brush up on the basics to ensure you get the vehicle you need.



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Below are a few of the special offers available this month. See them all at www.tirerack.com/specials

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via Mastercard® Reward Card
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or light truck tires
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BRIDGESTONE
CONVERT THIS \$70 EXTRA POINT
GET \$70 BY MAIL ON A VISA® PREPAID
CARD WHEN YOU BUY A SET OF
FOUR BRIDGESTONE TIRES
AUGUST 2 - SEPTEMBER 10, 2018

GOODYEAR
GET UP TO \$80 BACK
By mail-in rebate with the purchase
of a set of four select Goodyear® tires.
Double your rebate up to
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Wet Road Handling	×	● ● ● ● ●	●
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Dry Road Handling	×	● ● ● ● ●	●
Ride Comfort	×	● ● ● ● ●	●
Wear	×	● ● ● ● ●	●
Price	×	● ● ● ● ●	●

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P ZERO™ (PZ4)

Max Performance Summer

Utilizing motorsport-derived technology gained while manufacturing tires for the highest level of competition, the P Zero (PZ4) is developed for some of the most powerful and most exclusive automobiles on the road. The asymmetric tread design features a **center section and inside shoulder** that focus on wet traction and hydroplaning resistance, while the **outer shoulder** is designed for dry handling, grip and lateral stability for high speed cornering.



NOTE: Like all summer tires, the P Zero (PZ4) is not intended to be driven in near-freezing temperatures, through snow or on ice.

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Ultra High Performance All-Season

Developed for enthusiasts driving powerful sports cars, coupes and sedans looking for PiRELLi prestige and year-round performance. P Zero All Season Plus tires are designed to be driven in all seasons, even in light snow.



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Developed for drivers of pickup trucks, crossovers and SUVs who want go-anywhere durability and designed to combine rugged capability with on-road comfort, regardless of the conditions. An aggressive, high void pattern with independent tread blocks generates traction in loose terrain, while straight sipes and winter-focused, zigzag sipes help provide confident all-season traction, even in snow.

Stepped Edges on the center tread blocks provide added bite in loose terrain.

Connecting Ribs reinforce the shoulder blocks to improve stability in the open design.



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17 18 19



Savini Black BM15 Right
19 20 22



Savini Black BM14
19 20 21 22



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18



Enkei Tuning TFR
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The unsung heroes

Commercial vans facilitate delivery of millions of goods purchased online. They're also the workhorses of restaurant supply, flower shops, electricians, and plumbers—as well as countless crosstown moves by spurned boyfriends.

Change has been slow in the commercial van segment, but, perhaps to the delight of businesses everywhere, that's no longer the case. Ford has updated its small Transit Connect van and is trying to convince you the wagon variant would be an awesome active-lifestyle sidekick.

Meanwhile, Ram offers small and large Fiat-based vans, and Mercedes continues to make an impact with its midsize Metris and the enormous Sprinter, updated for 2019. Then there's Nissan. Although the NV200's winning bid for New York City's Taxi of Tomorrow competition didn't work out, the small van is an affordable option, just like the larger NV models, which also carry impressive warranty coverage.

So after you answer the door to pick up another package, ask yourself—how many of these vans do you recognize?



2018 Nissan NV200



Chevrolet Express/GMC Savana

Base Price \$32,500-\$37,000* **Body Type** Van

UNCHANGED Last year, the Express received a four-cylinder diesel engine, replacing the aging 6.6-liter V-8. An eight-speed automatic replaced the six-speed on the base V-6 and comes standard with the diesel engine. Additional colors and active safety tech such as forward collision warning might be added for the 2019 Express and Savana. Each is available as a passenger van with room for up to 15 occupants. **Also Consider** Ram ProMaster, Mercedes-Benz Sprinter, Ford Transit

Base Engine 4.3L/276-hp/298-lb-ft V-6
Opt Engine 6.0L/341-hp/373-lb-ft V-8;
2.8L/181-hp/369-lb-ft t-diesel I-4
Drivetrain Front-engine, RWD, 6A/8A
Towing 8,700-10,000 lb
Max Cargo, Seats Up/Down 42.4-57.1/239.7-284.4 cu ft
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: NOT RATED 0-60 MPH: 7.8-10.0 SEC* • Dated but still trying to keep up with the times



Ford Transit

Base Price \$34,000-\$38,000* **Body Type** Van

MINOR The full-size Transit has been updated for 2019, though the changes are minor. Certain versions get rear doors that open wider, and the available seating layouts have been modified. The Transit is available in three lengths with three roof heights, is rated to haul up to 3,680 pounds, and can tow up to 5,400 pounds. Passenger versions are limited to a 2,900-pound payload and have a max tow rating of 4,600 pounds.

Also Consider Chevrolet Express, Nissan NV, Ram ProMaster

Base Engine 3.7L/275-hp/260-lb-ft V-6
Opt Engine 3.5L/310-hp/400-lb-ft turbo V-6;
3.2L/185-hp/350-lb-ft t-diesel I-5
Drivetrain Front-engine, RWD, 6A
Towing 3,500-7,500 lb
Max Cargo, Seats Up/Down 39.1-85.8/246.7-487.2 cu ft
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: NOT RATED 0-60 MPH: 7.5-12.5 SEC* • Big, practical, and slightly more functional than before



Ford Transit Connect

Base Price \$25,000-\$32,000* **Body Type** Van

MINOR Ford refreshed the Transit Connect for 2019, adding two engine options, a new transmission, a reworked rear suspension, new driver-assist features, and updated styling. It can be ordered as a cargo or passenger van, offers two wheel-base lengths, and can seat two, five, six, or seven passengers. The cargo area is as much as 87.3 inches long, 77.1 inches wide, and 49.7 inches high, with 48.3 inches between the wheelwells.

Also Consider Nissan NV200, Ram ProMaster City

Base Engine 2.5L/169-hp/171-lb-ft I-4
Opt Engine 2.0L/160-hp/146-lb-ft I-4*;
1.5L/125-hp/221-lb-ft t-diesel I-4*
Drivetrain Front-engine, FWD, 6A/8A
Towing 2,000 lb
Max Cargo, Seats Up/Down 15.7-19.8/124.3-149.0 cu ft
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 20-24/27-29 MPG 0-60 MPH: 10.3-12.0 SEC* • Everything you need from a van and nothing you don't



Mercedes-Benz Sprinter

Base Price \$35,000-\$50,000* **Body Type** Van

MINOR Mercedes updates the Sprinter van with new styling, a gas engine backed by a new nine-speed auto, internet connectivity for fleet communication, and a new multimedia system with eight fleet operation programs. Driver-assist features include adaptive cruise control, automatic emergency braking, lane keep assist, and a surround-view camera. The versatile Sprinter offers a multitude of variants and configurations.

Also Consider Ford Transit, Ram ProMaster, Nissan NV

Base Engine 2.1L/161-hp/266-lb-ft t-diesel I-4
Opt Engine 2.0L/188-hp/258-lb-ft turbo I-4;
 3.0L/188-hp/325-lb-ft t-diesel V-6
Drivetrain Front-engine, RWD/AWD/4WD,
 7A/9A
Towing 4,400-7,700 lb*
Max Cargo, Seats Up/Down 68.6-80.0/275.5-
 600.3 cu ft*
Basic Warranty 3 years/36,000 miles

EPA ECON CITY/HWY: NOT RATED 0-60 MPH: 11.0-12.0 SEC* • A Sprinter van for just about any job or journey



Mercedes-Benz Metris

Base Price \$27,000-\$35,000* **Body Type** Van

UNCHANGED The Metris van gets updated with power-adjustable front seats and automatic start/stop as standard. A Front Lighting package is new in addition to full-height plastic paneling on the extended-wheelbase version. The cargo van has a 2,502-pound maximum payload capacity and is offered with dual rear doors or an optional rear liftgate. The passenger van is available with five-, seven-, and eight-seat configurations.

Also Consider Ford Transit Connect, Ram ProMaster City

Base Engine 2.0L/208-hp/258-lb-ft turbo I-4
Opt Engine None
Drivetrain Front-engine, RWD, 7A
Towing 5,000 lb
Max Cargo, Seats Up/Down 38.0/211.0 cu ft
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 46%

EPA ECON CITY/HWY: 19-21/23-24 MPG 0-60 MPH: 8.6 SEC • A plush, right-sized hauler at a competitive price



Nissan NV

Base Price \$30,000-\$43,500* **Body Type** Van

UNCHANGED We don't expect any major updates to the 2019 NV, but it's still as practical as ever. The NV is available in three payload variants, can haul up to 3,860 pounds, and can be ordered with an optional high roof. With the optional V-8, the NV is also impressively quick. The passenger version is extremely flexible, too, offering seating for up to 12 passengers and an incredible 324 seating configurations.

Also Consider Chevrolet Express, Ford Transit, Ram ProMaster

Base Engine 4.0L/261-hp/281-lb-ft V-6
Opt Engine 5.6L/375-hp/387-lb-ft V-8
Drivetrain Front-engine, RWD, 5A/7A
Towing 6,900-9,400 lb
Max Cargo, Seats Up/Down 28.9/234.1 cu ft
Basic Warranty 5 years/100,000 miles
IntelliChoice 5-Year Retained Value 53%

EPA ECON CITY/HWY: NOT RATED 0-60 MPH: 7.5-11.0 SEC* • About as practical and flexible as you can get



Nissan NV200

Base Price \$23,000* **Body Type** Van

UNCHANGED Last year, the Nissan NV200 received additional standard equipment, including a rearview camera, a USB port, and Bluetooth. The 2019 model should carry over unchanged, but it could receive active safety features such as forward collision warning and automatic emergency braking. Its twin, the Chevrolet City Express, was recently discontinued. In other markets, the NV200 is available as an EV. **Also Consider** Ford Transit Connect, Ram ProMaster City, Mercedes-Benz Metris

Base Engine 2.0L/131-hp/139-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD, CVT
Towing 1,500 lb
Max Cargo, Seats Up/Down N/A/122.7 cu ft
Basic Warranty 5 years/100,000 miles
IntelliChoice 5-Year Retained Value 45%

EPA ECON CITY/HWY: 24/26 MPG 0-60 MPH: 10.1 SEC • Made especially for city-dwelling entrepreneurs



Ram ProMaster

Base Price \$31,640-\$35,740 **Body Type** Van

MINOR Ram's full-size van can be ordered in 18 configurations between its three wheelbases, two roof heights, three payload classes, and the choice between windows and panels, but it changes little for 2019. The ProMaster's maximum towing rating has been increased by 30 percent, and payload varies from 4,000 to 4,680 pounds depending on the class. In addition to an updated grille, a telematics package has been added.

Also Consider Chevrolet Express, Ford Transit, Nissan NV

Base Engine 3.6L/280-hp/260-lb-ft V-6
Opt Engine None
Drivetrain Front-engine, FWD, 6A
Towing 6,800 lb
Max Cargo, Seats Up/Down 259.0-463.0 cu ft
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: NOT RATED 0-60 MPH: 8.2 SEC • A versatile van that can handle many different needs



Ram ProMaster City

Base Price \$25,500-\$29,000 **Body Type** Van

UNCHANGED As the name suggests, the smaller ProMaster City is built for urban use. Its cargo area is 87.2 inches long and 60.4 inches wide, with 48.4 inches of space between the wheelwells. It's also rated to haul up to 1,885 pounds and can be ordered as either a two-seat cargo van or a five-seat passenger van. Ram updated the grille and added telematics technology that allows fleet managers to more easily track usage and driver behavior. **Also Consider** Ford Transit Connect, Nissan NV200

Base Engine 2.4L/178-hp/174-lb-ft I-4
Opt Engine None
Drivetrain Front-engine, FWD, 9A
Towing 1,885 lb
Max Cargo, Seats Up/Down N/A/131.7 cu ft
Basic Warranty 3 years/36,000 miles
IntelliChoice 5-Year Retained Value 44%

EPA ECON CITY/HWY: 21/28 MPG 0-60 MPH: 9.8 SEC* • A practical urban cargo van

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CR-V Touring, HR-V Touring and Pilot Elite shown. U.S. News & World Report, November 2017. ©2018 American Honda Motor Co., Inc.



HONDA

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The craft came to a stop in a cloud of dust. A slender figure emerged from inside the swoopy, sleek sheetmetal—loose skin, bulbous head, humanoid but with a hint of something extra—and a swarm of scientists descended, needing feedback. Needing data. Needing to know: Have we finally broken through?

I have always been fascinated with Area 51. Stories of secret test flights, of government scientists collaborating with alien pilots to push the limits of what we believed possible, hooked my childhood mind. And seeing Capt. Steven Hiller pilot his F/A-18 through the Grand

Canyon, flying saucer in hot pursuit, only solidified my intrigue (*Independence Day's* fictional nature notwithstanding). Was that top-secret area in southwest Nevada really the place where the government had hidden the Roswell aircraft? Had we reverse-engineered spacecraft not of this earth, perhaps with alien aid?

Or were the feds telling the truth when they said the facility was merely the development site for military jets such as the U-2, SR-71, and F-117 Nighthawk—jets that suspiciously flew higher, faster, and sneakier than any before?

Like those jets—or flying

saucers—these five ridiculously high-performance SUVs refuse to conform to classical ideas of appearance and capability. Originally created for rock-crawling or helping out around the estate, sport utility vehicles have become America's favorite mundane family haulers. But

somehow, in a recent unexplainable technological leap, SUVs have also evolved into supercars, with suspensions cranked down for sports car levels of performance and overboosted engines stuffed between their fenders. This is higher, faster, sneakier space-alien stuff.



E N S

EXIST



ONE OF THESE OTHERWORLDLY
SUVS IS ABOUT TO LAND AT OUR
BEST DRIVER'S CAR COMPETITION

Words Christian Seabaugh
Photography Robin Trajano



Which is how our pack of other-worldly vehicles is screaming at post-apocalyptic velocities across Nevada's Extraterrestrial Highway. What better place to find answers about the hottest transport advancements than America's most secretive environs?

So we rip a hole through the desert air, alien experimentation on our minds, in a 2,730-hp convoy of performance SUVs built by manufacturers that have thrown out their rule books.

The 503-hp 2018 Mercedes-AMG GLC 63 S 4Matic+ Coupe I'm piloting is a challenge to the automotive status quo. SUVs don't need to be big and slow; sports

cars don't have to be light, low, and lean. Like it or not, SUVs are where the auto industry is going. With its twin-turbo V-8 making 516 lb-ft of torque mated to a nine-speed auto with all-wheel drive, I can't say I mind this form of transport.

Coming from brands traditionally known for their off-road prowess, the 2018 Jeep Grand Cherokee Trackhawk and 2018 Land Rover Range Rover Sport

SVR both turn their backs on knobby tires and mud slinging in favor of a pair of supercharged V-8s. The Rover's new-for-2018 5.0-liter unit makes 575 hp and 516 lb-ft of twist and is paired with an eight-speed automatic and a full-time four-wheel-drive system—its vestigial link to its past.

The Jeep, in a nod to the nuclear wasteland that is the Nevada Test Site surrounding Area 51, goes all in with its 6.2-liter Hellcat V-8, which puts out an absurd 707 hp and 645 lb-ft of torque. The Grand Cherokee's engine is abetted by an eight-speed automatic and an all-wheel-drive system.

Meanwhile, the 2018 Alfa Romeo Stelvio Q4 Quadrifoglio and 2017 Porsche Macan Turbo with the Performance package are a weird, roundabout return to the roots of the two storied racing brands. The Stelvio packs a Ferrari-developed 505-hp 2.9-liter twin-turbo V-6 under its hood, and it's backed by an eight-speed automatic and all-wheel drive. The Macan



Our pack of otherworldly vehicles screams at post-apocalyptic velocities across Nevada's Extraterrestrial Highway, America's most secretive environs.

RUNNING HOT The deserts of the Southwest have been the proving ground for everyone from the U.S. military to foreign automakers. Its size and seclusion allow secrets to stay secrets while putting products through their paces.





rides on an Audi-developed platform, but its 3.6-liter twin-turbo V-6 is all Porsche. It makes 440 hp and 442 lb-ft of torque, and it's backed by Porsche's famed PDK seven-speed twin-clutch gearbox and torque-vectoring all-wheel drive.

The stakes here are high, and I'm really pondering the idea of a 440-hp Porsche being the lowest-output beast of this bunch. The winner of this performance SUV comparison test will have the honor of being the first SUV to compete in our annual Best Driver's Car competition next month.

As such, the rules are simple: The winner needs to be the most engaging, exciting, fun-to-drive super SUV in our quintet—the SUV that's most likely to upset the world order.

Welcome to Earth

The scenery a day earlier couldn't be more different. A twin-turbo V-6 growls in front of me as the sapphire blue Macan slices through soupy coastal clouds

and mist as we climb the Angeles Crest Highway to meet up with the rest of the group. It's been a while since I've driven a Macan; this one offers an extra 40 hp, larger front brakes, and a few other go-fast options. It feels the same as the Turbo without the Performance package, but Angeles Crest will be the place to prove it. The highway twists and turns 66 miles up and over the San Gabriel Mountains as it links the L.A. basin to the Mojave Desert and beyond. It's the perfect nearby substitute for the Best Driver's Car's State Route 198 hill climb.

Once linked up with the rest of the crew, we picked one of our favorite stretches of the highway and set off. The Porsche makes things easy. Despite the Macan having the least powerful engine here, I found myself parked on the Trackhawk's tail as we rocketed up Angeles Crest for our first run of the day. The Macan is easy to drive fast. "Zuffenhausen did a fabulous job with the suspension," senior features editor Jonny Lieberman said.

"The damping is superb, and the body control is excellent."

But there's something off about the Porsche. It's not in the way it drives, but in the way it makes you feel—or not feel, rather. There's a sort of numbness to the Macan Turbo that's tough to identify—the Novocain-numb steering is part of the issue, but there's more to it. Although this crossover is supremely capable, I found myself daydreaming about bills to be paid and errands to run. Nearly every other editor felt (or didn't feel, as the case may be) the same detachment. "There's no



BIG SPENDER A big chunk of the Range Rover's \$28,500 premium over the rest of the SUVs is due to its carbon fiber package.





SEEING DOUBLE Not only does the Alfa Romeo Stelvio Quadrifoglio share its powertrain with the Giulia, but it also shares much of its interior design.



BABY PORSCHE The Macan is the smallest Porsche SUV, but its cabin should be familiar to anyone who has spent time in other Porsche products.



doubt about its capability, but there's just no emotion in it," features editor Scott Evans said. Driving a good car up a good road is supposed to be an escape. The Macan wasn't acting like one.

Seeking a shot of adrenaline, I swapped into the Darth Vader—black Range Rover Sport SVR for my next run. I have fond memories of the pre-refresh Rover Sport SVR. Although it's short 25 horsepower compared to the new one, it was absolutely hilarious to drive—the only SUV as prone to swinging out its backside as it was to plowing through a bend. It took all of four corners to discover that the SVR's manners have finally been tamed. I haven't decided if that's a good thing, but because you're no longer fighting the Rover, you do get a chance to evaluate its prowess in other areas. "Not nearly as ridiculously tail happy as the last SVR, this iteration does feel noticeably smoother," Jonny said. The Range Rover Sport's

steering rack has a surprising delicacy and lightness to it, given the Rover's size, but its air suspension can't keep up on a good road. "Its weight is noticeable on the twisties, where it leans quite a bit," associate road test editor Erick Ayapana said.

The Jeep Grand Cherokee Trackhawk has a lot in common with the Rover. There's a lot to love about the Trackhawk, but in this group it turns about as well as a B-2 in a dogfight. Its steering feel is actually pretty responsive—direct, linear, mechanical—but its dragstrip-oriented suspension makes it feel like, well, a Jeep. "I ran out of desire to go faster long before I ran out of grip," associate online editor Collin Woodard said. As Scott would discover, braking could be a bit of an issue when the Jeep was pushed hard. "In a few miles, I managed to set the brakes on fire," he said. "Not smoking. Actual flame from the right front pad." The Jeep sports decent-sized brake rotors; we suspect that higher-quality brake pads and fluids would help

avoid small, easily extinguished fires like we had. (Note: Pushing heavy vehicles repeatedly to their limits can ignite the brakes, and although it's rare, it is not unheard of in the testing community.)

If you're only looking to figuratively set your world on fire, the Alfa feels like it comes from a different galaxy than the Rover and Jeep. The Stelvio is a crossover only in that it looks like the rest of the SUVs assembled here. From behind the wheel it feels like its sedan stablemate, the Giulia Quadrifoglio, with an extra carbon-fiber halfshaft driving the front wheels. "The body control on this high-rider is incredible," Scott said. Collin agreed, adding, "From the moment you take off, everything just feels right. Thirty seconds in, I almost forgot I was in a crossover." It might sound like hyperbole, but the Stelvio really manages to capture the engaging, dynamic feel of the Giulia sedan (warts and all), from its pure steering to its grabby, hard-to-modulate brake-by-wire system.



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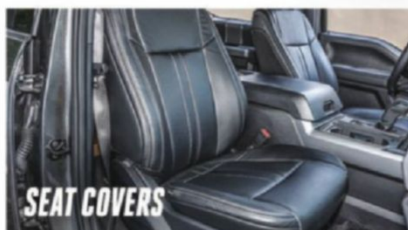
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BIG SPENDER Despite the Trackhawk's \$100K sticker price, most of Jeep's investment went under the hood, not in the cabin.



DONE RIGHT The Mercedes-AMG GLC 63 S' cabin looked and felt every bit of its \$105,610 as-tested price.



Stuck in both camps is the AMG GLC 63 S. In some ways it bridges the gap between the Jeep/Range Rover camp and that of the Porsche/Alfa, offering up a V-8 for the former crowd and the European sensibilities of the latter. "It didn't take long to feel confident behind the wheel of the AMG," Erick said. True to its new AMG badge, the GLC 63 S begs to be pushed to its limit. Trouble is, you might not like what you find once you get there. "Steering just feels good: sharp,

precise, perfectly weighted," Jonny said. "But once you start pushing the GLC, the damping lets the car down, and it starts to bounce around on its air springs."

Even in its firmest setting, the AMG's suspension never proved to be stiff enough to deliver the high-gain experience that the rest of the GLC package was promising.

Exhausted after a long day on Angeles Crest, we fueled up and cannonballed to Las Vegas. Little green men were waiting.

Warp Speed

Ride and handling get a well-deserved portion of the attention during Best Driver's Car. But as you well know, it's only half of the formula that makes a driver's car just that. It's the atom without the neutron, if you will. Our next stomping ground: a blazing-hot scenic drive along some of America's most top-secret sites on the deserted Extraterrestrial Highway, skirting Area 51, across the barren U.S. Route 6, and then a straight shot down US-95, hugging the edges of the nuclear-weapons Nevada Test Site to reach our end point in Death Valley.

Leaving Vegas by car is always a gamble, one I won by scoring the keys to the Alfa. For a knife-fighter, the Stelvio is remarkably comfortable on the highway. Its high-strung V-6 is brutally powerful; it's laggy off the line, but once the turbos spool up, it sends out wave after wave of torque. "The engine is powerful and the transmission doesn't need your guidance; it's fine on its own," said Scott. The test



KISSING COUSINS You wouldn't know it by looking at them, but both the Alfa Romeo and Jeep are built by FCA.

SEE WHO WINS THIS BATTLE FOR SUPREMACY

An aerial photograph of a winding asphalt road through a lush green valley. The road forms a large, stylized 'S' shape. In the foreground, a silver Aston Martin sports car is driving away from the viewer, kicking up a cloud of dust. Further ahead on the road, a blue sports car is visible. The surrounding landscape is filled with dense evergreen forests and patches of green grass. A small stream flows through the valley on the right side. At the top of the image, the text 'SEE WHO WINS THIS BATTLE FOR SUPREMACY' is displayed. Below it, a speedometer icon is positioned above the title 'HEAD 2 HEAD', which is rendered in large, bold, white letters with a black outline.

HEAD 2 HEAD

MOTORTREND

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DUAL SCREENS We're not fans of the Range Rover's twin-screen center stack, but despite this the SVR's cabin is a great place to eat up miles.



data shows he's right. The Alfa accelerates from 0 to 60 mph in 3.5 seconds, and it'll run the quarter mile in 12 seconds flat at 114.4 mph. Yet these startling numbers are only midpack in this group.

The Macan futilely attempts to hang on the Alfa's tail. Hustling through the San Gabriel Mountains the day before, the Macan felt quick. But out on the endless straights of Nevada highway, its power disadvantage becomes apparent. It's kind of amazing how much horsepower can skew things; the Macan's 440 ponies are enough to get it from 0 to 60 mph in a properly quick 3.8 seconds and through the quarter mile in 12.5 seconds at 109.4 mph. But in this group that still makes it second slowest.

The Range Rover Sport SVR brought up the rear of our strike package—not that those driving it minded. Arguably the most comfortable long-haul cruiser

of the bunch, the Rover had another trick up its sleeve. “The award for best exhaust goes to the Range Rover Sport SVR,” Erick said. “But it sounds much quicker than it feels behind the wheel.” He's right. In nearly all of our instrumented tests, the SVR trailed this pack. It takes the Range Rover Sport 4.3 seconds to accelerate from 0 to 60 mph, and it needs 12.7 seconds to cross the quarter mile at 110.9 mph. That's hardly slow, but it ain't setting speed records in this crowd.

Amazingly, our two fastest SUVs were designed for the same job but go about it in completely different ways. The Jeep is all about power. Its 707-hp V-8 allows Jeep to ignore the Grand Cherokee's curb weight and focus instead on blistering straight-line speed. That suspension that left the Trackhawk flopping around Angeles Crest? Well, when launched, the Trackhawk hunkers down on its

haunches as it claws down the tarmac. Your view changes from street to sky. “All the SUVs in this group are quick, but oh my, the Trackhawk is something else completely,” Collin said. “From a stop. At low speeds. At highway speeds. You put your foot down, and it just takes off. It never gets old ... at least as long as you're going in a straight line.”

The better-balanced Mercedes doesn't need any more than the 503 horses under its hood thanks to its nearly 1,000-pound weight advantage. “The AMG's ‘big’ V-8 puts out all the cruel and lovely snarls we're used to, deep and throaty and pretty unhinged,” Jonny said. “It feels both torquey and fast.” The GLC 63 S loves eating up highway miles at extralegal speeds just as much as it does launching hard for drag races.

In instrumented testing, the GLC 63 S and Grand Cherokee Trackhawk are


Our two fastest SUVs were designed for the same job but go about it in different ways.





Words Miguel Cortina

Audi's new flagship gets the looks, space, and tech

 San Pedro de Atacama, nestled 7,900 feet above sea level in the Chilean Andes, is home to some 3,000 people and an endless confrontation of stray dogs. Paved roads are scarce, precipitation even more so. Why would Audi choose such a desolate place to introduce us to its Q8 flagship crossover?

Making the connection didn't take long. Whether it's the volcanic landscape, the temperature swings (ranging from 23 to 73 degrees during our drive route), or the selection of snow, pavement, and dirt roads at elevations of above 14,000 feet, Audi's newest SUV clicks.

Propelled by a 3.0-liter turbo V-6 that generates 335 hp and 369 lb-ft of torque, the 2019 Q8 feels peppy, even at altitude. The engine is mated to a mild hybrid system, its start-stop system helping with mpg numbers.

An eight-speed automatic sends power to all four wheels via Audi's Quattro system. A mechanical center differential delivers a 40/60 front/rear power split but can send up to 85 percent of the torque to the rear or up to 70 percent to the front.

Equipped with adaptive air suspension and four-wheel steering, the Q8 felt stable on tight corners, and the well-balanced steering provides good road feedback. The air suspension kept the vibrations to a minimum inside the cabin. Depending on the driving mode, the air suspension can adjust the ride height by as much as 3.5 inches; Offroad mode offers up to 10 inches of ground clearance. Hill descent control manages acceleration and braking on treacherous downhill paths.

The Q8 shares its platform with the Q7, yet it's wider, shorter, and lower. It's Audi's version of a premium four-door SUV coupe, but

it looks more like a lifted hatchback. This is Audi's response to those who want a premium and sporty look without sacrificing space. This 6-foot journalist had plenty of legroom in the second row, and there's plenty of headroom and shoulder room (whoever rides in the middle seat will notice the drivetrain hump). The second row slides both forward and back to apportion the available space for legs or cargo.

Step into the sleek interior, and you'll notice Audi's familiar simple, elegant lines. What appear to be black panels on the center console light up when the Q8 powers on—they're actually two haptic touchscreens. Once it gets dark, the slim ambient illumination along the door panels, center console, and dash are a treat for every occupant. The voice control responds to questions; even with my strong Spanish accent, the system worked flawlessly to commands like "I'm



SPECS 2019 AUDI Q8

Base Price \$60,000-\$90,000 (est)

Vehicle Layout Front-engine, AWD, 5-pass, 4-door SUV

Engine 3.0L/335-hp/369-lb-ft turbocharged DOHC 24-valve V-6 plus 27-hp/125-lb-ft electric motor; 335 hp/369 lb-ft comb

Transmission 8-speed automatic

Curb Weight 4,800 lb (est)

Wheelbase 117.9 in

L x W x H 196.2 x 78.5 x 67.1 in

0-60 MPH 6.2 sec (MT est)

EPA City/Hwy/Comb Fuel Econ

Not yet rated

On Sale in U.S. Fall 2018

hungry" by responding with a list of nearby restaurants.

With its superior ground clearance, useful technology, and acceptable power, the Q8 brings a look that's different from the rest of Audi's lineup and its competition—an alternative that's both attractive and dynamic.





constantly trading blows. The German and American tie each other from 0 to 30 mph, the Jeep edges the Mercedes to 40 mph, the Mercedes comes even at 50 mph, and then ultimately it takes the 0–60 crown. The GLC's 3.2-second 0–60 run ties the Tesla Model X P90D for the quickest SUV we've ever tested. The Merc is also the quickest gas-powered SUV we've ever run down the quarter mile—tying the Jeep's 11.7-second quarter-mile time but at a higher 116.5-mph trap speed. It's close enough to call it a draw. Even in the open desert, local police presence means this fight won't be settled today.

Mission Accomplished

It's fair to say everyone hated my logistical planning skills after our loop through Nevada to Death Valley. After a long day, the only alien we saw was the tin one standing outside of the Alien Research Center in Hiko, Nevada, the only flying saucer hanging from a battered tow truck outside the Little A'Le'Inn in Rachel. As for under-the-radar military stuff, we did see an old Nike nuclear-tipped missile serving as a gate guard for the secretive Tonopah Test Range, and a '50s-era French fighter jet—likely belonging to the Air Force test pilot school—buzzed us. I'm sure those were secret at one point.

But despite the hassle, there was a reason we wound up in Death Valley.

While the military develops its latest black projects in the seclusion of Area 51, not far away in Death Valley, the automotive industry tests its own top-secret stuff. Bugatti Chirons and Ford GTs were both partially developed in the national park. Hell, we even bumped into Acura engineers hard at work on a to-be-announced performance MDX variant. It's a fair bet that each of our five super SUVs spent some development time in Death Valley, their test drivers, decked in bulbous helmets and the loose skin of racing suits, taking on a vaguely alien

While the military develops its latest black projects in Area 51, not far away in Death Valley, the auto industry tests its own top-secret stuff.





appearance as automotive engineers prod them for thoughts on how to push the performance envelope just a little bit past what we previously imagined possible—higher, faster, sneakier.

That evening, with beers to quench the desert's heat, our SUVs ticking in the cool desert night behind us, it was time to take all we'd learned and pick the SUV that most deserved a shot at Best Driver's Car. After all—only the best-driving SUV stands a shot at knocking BDC's purebred sports and supercars off their pedestal.

Were Best Driver's Car singularly focused on straight-line speed, the 2018 Jeep Grand Cherokee Trackhawk

FUTILE SEARCH
The Nevada desert used to be full of small mining towns, but the Roswell "flying saucer" crash in 1947, combined with the civilian sightings of otherworldly secret airplanes such as the SR-71, F-117, and B-2, led to the alien conspiracy theories surrounding Area 51.



FIRST DRIVE | 2019 Lamborghini Urus



Words Angus MacKenzie

The SUV for Supercar Drivers



The Lamborghini Urus has almost twice the horsepower

of the iconic Miura, and with a top speed of 189 mph, it's faster. It's also a 4,900-pound, four-door SUV you can power-slide down a gravel road.

An angry wedge of a thing, hunkered down on massive wheels, with four rocket-launcher-sized exhausts out back, the Urus looks ready to rip the roof off a passing Fiat. But inside is a cabin that's more Prada than punk—a modernistic mélange of leather and Alcantara, soft-sheen aluminum, and carbon fiber.

The V-8 under the hood punches out 641 hp at 6,000 rpm and 627 lb-ft of torque from 2,250 rpm, and it drives all four wheels. Default torque split is 40/60 front to rear, but the system can send as much as 85 percent to the front and almost 100 percent to the rear.

Rear-wheel steering and active torque vectoring help the big Lambo turn crisply into corners at low speeds and stay stable through fast sweepers. There's an air suspension and active rollbars that can be disconnected to improve wheel articulation. In addition to the usual drive-mode choices of Strada, Sport, and Corsa, there are new-to-Lamborghini settings for sand, gravel, and snow.

The Urus feels casually fast. Lamborghini claims a 0–60 time of under 3.5 seconds, but it all happens without the hair-on-fire shriek of an Aventador V-12 or barrel-chested boom of a Huracán V-10. What



impresses more is the cool composure as it monsters a winding road, with a remarkable absence of roll, dive, squat, or diagonal pitch.

You know you've reached the dynamic limits when the front tires cry uncle; not even Pirelli can overcome the engine-forward configuration of Audi's MLB Evo architecture. Breakaway is smooth and progressive, however, a gentle warning rather than a sudden tangential shift. The carbon-ceramic brakes—giant 17.3-inch rotors with 10-piston calipers up front and 14.6-inch items at the rear—are unquenchable, without a hint of fade, corner after corner.

Quibbles? There's not a ton of feel from the front tires, though the steering is as sharp as a tax lawyer. And the eight-speed isn't as polished as the rest of the powertrain.

Although few owners will ever take their Urus off-road, we did anyway. Suffice it to say, it's more capable off the

SPECS 2019 LAMBORGHINI URUS

Base Price \$200,000 (est)

Vehicle Layout Front-engine,

AWD, 4-5-pass, 4-door SUV

Engine 4.0L/641-hp/627-lb-ft

twin-turbo DOHC 32-valve V-8

Transmission 8-speed automatic

Curb Weight 4,850 lb (mfr est)

Wheelbase 118.2 in

L x W x H 201.3 x 79.4 x 64.5 in

0-60 MPH 3.4 sec (mfr est)

EPA City/Hwy/Comb Fuel Econ

Not yet rated

On Sale in U.S. Currently

blacktop than many modern SUVs. The long wheelbase makes it tricky to flick it into a tight turn, but boot the gas, and you'll get the tail out. It rides big bumps well, the suspension suppler than you'd expect. The ABS calibration could be improved, as there were times when the pedal went numb.

For all the speed and fun factor, at \$200,000, it's the least expensive new Lambo you can buy. It's also the first Lamborghini that's a genuine daily driver. It's a raging bull you can take anywhere, any time.





1st
2018 Alfa Romeo
Stelvio Q4
Quadrifoglio

Take everything you thought you knew about lumbering SUVs and throw it out the window. Blistering performance and sublime handling in an attractive, practical package. Bring on Best Driver's Car.

2nd
2018 Mercedes-
AMG GLC 63 S
4Matic+ Coupe

Say hello to the quickest SUV we've ever tested. Sort out its body control, and we might have had a different winner.

3rd
2017 Porsche
Macan Turbo
(Performance package)

The soul we've come to expect from Porsche products is nowhere to be found.

4th
2018 Land Rover
Range Rover
Sport SVR

It's guaranteed to score you a primo valet spot, if not necessarily a spot on the podium.

5th
2018 Jeep
Grand Cherokee
Trackhawk

The world's fastest studio apartment is great in a straight line but leaves us wanting in corners.



Only the best-driving SUV has a shot at knocking BDC's purebred supercars off their pedestal.

would've been a sure bet. It's stupid fun to bury the Trackhawk's throttle in a straight line, but it's severely underbraked for an object as fast and heavy as it is, and its handling performance is perhaps most kindly described as "sharp as a hammer." Last place in this group is nothing to hang your head about, but this bruiser would be outgunned at Best Driver's Car.

The 2018 Land Rover Range Rover Sport SVR finished ahead of the Jeep by a nose. Despite the Rover being the slowest SUV in this comparison, this isn't a numbers game. Simply put, out on the road, the Range Rover Sport is more enjoyable to hustle through a corner or two, making the most of its power. Although price wasn't a factor in this comparison, it's worth mentioning that the SVR, especially its interior, felt worth every bit of its \$28,250 premium over the next-cheapest SUV here.

The 2017 Porsche Macan Turbo with the Performance package earned third. The Porsche does almost everything right—it's quick, it goes around a corner well, and it's easy to drive fast. So what went wrong? "It commits the cardinal sin of being boring," Jonny said. "I'm sorry, but Porsches, by definition, cannot be boring." Collin agreed: "Driving the Macan was kind of like watching Tom Brady play football. He's an incredible quarterback, but guys like Cam Newton and Russell Wilson play a more exciting game."

And that sets up the battle for first place between the 2018 Alfa Romeo Stelvio Quadrifoglio and 2018 Mercedes-AMG GLC 63 S. The Alfa lives for slicing up your favorite back road, yet it's equally satisfying at high straight-line speeds. "This thing is phenomenal in a way that you have to experience to understand," Collin said. The Mercedes trades some of that sharpness in favor of

a slightly more comfortable commute-friendly ride, and it's also the quickest SUV we've ever tested. "The experience reminds me of the AMG GT R," Erick said. "That the GLC 63 S evokes the same visceral and satisfying experience as AMG's halo car is a huge success."

Ultimately it's a game of inches, and with Best Driver's Car rules in place, the Alfa Romeo Stelvio Quadrifoglio earns the win. The Merc is quicker, but the Alfa is the most fun SUV here to drive, and in spite of its SUV-ness, it's also one of the most outstanding vehicles on the road—regardless of shape, size, or curb weight.

Like the secret projects being built in the middle of the Nevada desert, automotive enthusiasts might not like what the Stelvio Quadrifoglio represents. But there's no denying that Alfa accomplished its mission of building a driver's SUV. Best Driver's Car contenders, you have your work cut out for you. Godspeed. ■

POWERTRAIN/CHASSIS	2018 Alfa Romeo Stelvio Q4 Quadrifoglio	2018 Jeep Grand Cherokee Trackhawk Supercharged	2018 Land Rover Range Rover Sport SVR	2018 Mercedes-AMG GLC 63 S 4Matic+ (Coupe)	2017 Porsche Macan Turbo (Performance pack)
DRIVETRAIN LAYOUT	Front-engine, AWD	Front-engine, AWD	Front-engine, 4WD	Front-engine, AWD	Front-engine, AWD
ENGINE TYPE	Twin-turbo 90-deg V-6, alum block/heads	Supercharged 90-deg V-8, iron block/alum heads	Supercharged 90-deg V-8, alum block/heads	Twin-turbo 90-deg V-8, alum block/heads	Twin-turbo 90-deg V-6, alum block/heads
VALVETRAIN	DOHC, 4 valves/cyl	OHV, 2 valves/cyl	DOHC, 4 valves/cyl	DOHC, 4 valves/cyl	DOHC, 4 valves/cyl
DISPLACEMENT	176.4 cu in/2,891cc	376.3 cu in/6,166cc	305.1 cu in/5,000cc	243.0 cu in/3,982cc	220.0 cu in/3,605cc
COMPRESSION RATIO	9.3:1	9.5:1	9.5:1	10.5:1	10.5:1
POWER (SAE NET)	505 hp @ 6,500 rpm	707 hp @ 6,000 rpm	575 hp @ 6,000 rpm	503 hp @ 5,500 rpm	440 hp @ 6,000 rpm
TORQUE (SAE NET)	443 lb-ft @ 2,500 rpm	645 lb-ft @ 4,800 rpm	516 lb-ft @ 3,500 rpm	516 lb-ft @ 1,750 rpm	442 lb-ft @ 1,500 rpm
REDLINE	6,500 rpm	6,000 rpm	6,500 rpm	7,000 rpm	6,750 rpm
WEIGHT TO POWER	8.6 lb/hp	7.7 lb/hp	9.5 lb/hp	9.0 lb/hp	10.2 lb/hp
TRANSMISSION	8-speed automatic	8-speed automatic	8-speed automatic	9-speed automatic	7-speed twin-clutch auto
AXLE/FINAL-DRIVE RATIO	3.73:1/2.39:1	3.70:1/2.48:1	3.31:1/2.21:1	3.27:1/1.96:1	4.67:1/2.42:1
SUSPENSION, FRONT; REAR	Multilink, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar	Control arms, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar	Multilink, air springs, adj shocks, adj anti-roll bar; multilink, air springs, adj shocks, adj anti-roll bar	Multilink, air springs, adj shocks, anti-roll bar; multilink, air springs, adj shocks, anti-roll bar	Control arms, air springs, adj shocks, anti-roll bar; multilink, air springs, adj shocks, anti-roll bar
STEERING RATIO	12.1:1	16.5:1	17.7:1	14.5:1	14.3:1
URNS LOCK TO LOCK	2.2	3.0	2.7	2.0	2.6
BRAKES, F; R	14.2-in vented, drilled disc; 13.8-in vented, drilled disc, ABS	15.8-in vented, grooved, 2-pc disc; 13.8-in vented, grooved disc, ABS	15.0-in vented disc; 14.4-in vented disc, ABS	15.4-in vented, drilled, 2-piece carbon-ceramic disc; 14.2-in vented, drilled disc, ABS	15.4-in vented, grooved, 2-piece disc; 14.0-in vented disc, ABS
WHEELS, F; R	9.0 x 20-in; 10.0 x 20-in, forged aluminum	10.0 x 20-in forged aluminum	10.0 x 22-in forged aluminum	9.5 x 21-in; 10.0 x 21-in, forged aluminum	9.0 x 21-in; 10.0 x 21-in, forged aluminum
TIRES, F; R	255/45R20 101Y; 285/40R20 104Y Pirelli P Zero AR	245/45R20 110Y Pirelli P Zero (runflat)	295/40R22 112Y Continental ContiSport Contact 5 SUV	265/40R21 105Y; 295/35R21 107Y Michelin Pilot Sport 4S	265/40R21 101Y; 295/35R21 103Y Pirelli P Zero NO
DIMENSIONS					
WHEELBASE	111.0 in	114.7 in	115.1 in	113.1 in	110.5 in
TRACK, F/R	61.2/63.3 in	65.7/64.8 in	66.6/66.4 in	65.4/64.9 in	64.9/65.4 in
LENGTH X WIDTH X HEIGHT	185.1 x 77.0 x 66.3 in	189.8 x 76.5 x 67.9 in	192.2 x 78.1 x 69.0-73.6 in	186.8 x 76.0 x 62.4* in	184.7 x 76.1 x 63.0 in (in std mode)
GROUND CLEARANCE	7.9 in	8.1 in	6.4-10.9 in (8.4 in, std mode)	6.4 in*	6.2-8.7 in
APPRCH/DEPART ANGLE	20.8/20.0 deg	18.0/23.1 deg	20.6-26.9/22.6-27.8 deg	17.6/21.5 deg*	24.0-25.5/19.5-24.2 deg
TURNING CIRCLE	38.4 ft	38.0 ft	40.7 ft	39.0 ft (est)	39.2 ft
CURB WEIGHT	4,339 lb	5,448 lb	5,450 lb	4,503 lb	4,466 lb
WEIGHT DIST, F/R	53/47%	56/44%	51/49%	55/45%	56/44%
TOWING CAPACITY	3,000 lb	7,200 lb	6,613 lb	3,500 lb	4,409 lb
SEATING CAPACITY	5	5	5	5	5
HEADROOM, F/R	40.2/38.9 in	39.9/39.2 in	38.7/39.0 in	41.1/38.3 in (est)	38.6/38.7 in
LEGROOM, F/R	36.6/31.9 in	40.3/38.6 in	42.2/37.0 in	34.3/33.6 in (est)	40.9/35.6 in
SHOULDER ROOM, F/R	57.7/55.9 in	58.7/58.0 in	60.7/59.5 in	51.7/55.1 in (est)	56.9/54.9 in
CARGO VOLUME, BEH F/R	56.5/18.5 cu ft	68.3/36.3 cu ft	59.5/27.5 cu ft	49.4/18.3 cu ft (est)	53.0/17.7 cu ft
TEST DATA					
ACCELERATION TO MPH					
0-30/ 0-40	1.2/ 1.8 sec	1.1/ 1.6 sec	1.6/ 2.3 sec	1.1/ 1.7 sec	1.3/ 2.0 sec
0-50/ 0-60	2.6/ 3.5	2.4/ 3.3	3.2/ 4.3	2.4/ 3.2	2.8/ 3.8
0-70/ 0-80	4.5/ 5.7	4.2/ 5.3	5.5/ 6.9	4.2/ 5.5	5.1/ 6.6
0-90/ 0-100	7.2/ 9.0	6.8/ 8.4	8.5/ 10.4	6.8/ 8.4	8.3/ 10.3
PASSING, 45-65 MPH	1.8	1.8	2.1	1.7	2.1
QUARTER MILE	12.0 sec @ 114.4 mph	11.7 sec @ 116.2 mph	12.7 sec @ 110.9 mph	11.7 sec @ 116.5 mph	12.5 sec @ 109.4 mph
BRAKING, 60-0 MPH	103 ft	108 ft	106 ft	105 ft	105 ft
LATERAL ACCELERATION	0.92 g (avg)	0.90 g (avg)	0.89 g (avg)	0.96 g (avg)	0.95 g (avg)
MT FIGURE EIGHT	24.6 sec @ 0.79 g (avg)	24.7 sec @ 0.79 g (avg)	25.2 sec @ 0.77 g (avg)	24.1 sec @ 0.85 g (avg)	24.3 sec @ 0.81 g (avg)
TOP-GEAR REVS @ 60 MPH	1,750 rpm	1,700 rpm	1,450 rpm	1,400 rpm	1,600 rpm
CONSUMER INFO					
BASE PRICE	\$81,390	\$87,645	\$114,595	\$81,745	\$88,750
PRICE AS TESTED	\$86,940	\$101,610	\$133,860	\$105,610	\$98,030
STABILITY/TRACTION CONTROL	Yes/Yes	Yes/Yes	Yes/Yes	Yes/Yes	Yes/Yes
AIRBAGS	8: Dual front, front side, f/r curtain, front knee	7: Dual front, front side, f/r curtain, driver knee	6: Dual front, front side, f/r curtain	10: Dual front, f/r side, f/r curtain, front knee	7: Dual front, front side, f/r curtain, driver knee
BASIC WARRANTY	4 years/50,000 miles	3 years/36,000 miles	4 years/50,000 miles	4 years/50,000 miles	4 years/50,000 miles
POWERTRAIN WARRANTY	4 years/50,000 miles	5 years/60,000 miles	4 years/50,000 miles	4 years/50,000 miles	4 years/50,000 miles
ROADSIDE ASSISTANCE	4 years/Unlimited miles	5 years/60,000 miles	4 years/50,000 miles	4 years/50,000 miles	4 years/50,000 miles
FUEL CAPACITY	16.9 gal	24.6 gal	27.3 gal	17.4 gal	19.8 gal
EPA CITY/HWY/COMB ECON	17/23/19 mpg	11/17/13 mpg	15/20/16 mpg	15/22/18 mpg	17/23/19 mpg
ENERGY CONS, CITY/HWY	198/147 kW-hr/100 miles	306/198 kW-hr/100 miles	225/169 kW-hr/100 miles	225/153 kW-hr/100 miles	198/147 kW-hr/100 miles
CO2 EMISSIONS, COMB	1.01 lb/mile	1.48 lb/mile	1.15 lb/mile	1.11 lb/mile	1.01 lb/mile
RECOMMENDED FUEL	Unleaded premium	Unleaded premium	Unleaded premium	Unleaded premium	Unleaded premium
*At standard ride height; range N/A			OCTOBER 2018 / MOTORTREND.COM 85		



GARAGE

Words Motor Trend Editors



PHOTOS BY BRANDON LIM

ARRIVAL 2018 Ram 2500 Heavy Duty Power Wagon Christian Seabaugh



"I couldn't bring Atlantic Canada home with me, so this Power Wagon will have to do."

EPA CITY/HWY/COMB FUEL ECON
NOT RATED BASE PRICE \$53,690
PRICE AS TESTED \$63,280

There are a million versions of this story. You're on a trip. Somewhere far away—the polar opposite of where you live—and you fall in love. It could be with the place, the food, the person you're with, or even the car you're driving. You adopt this new thing once you get back home, only to discover, disappointed, that it was only a vacation romance.

For last year's SUV Buying Guide, I went to the far reaches of northeastern Canada to trace the (largely unpaved) Trans-Labrador Highway with the Chevrolet Colorado ZR2, Ford F-150 Raptor, and Ram 2500 Power Wagon to determine which American off-road pickup was toughest. Not only did I fall in love with Atlantic Canada, but I also fell in love with the winning Ram Power Wagon.

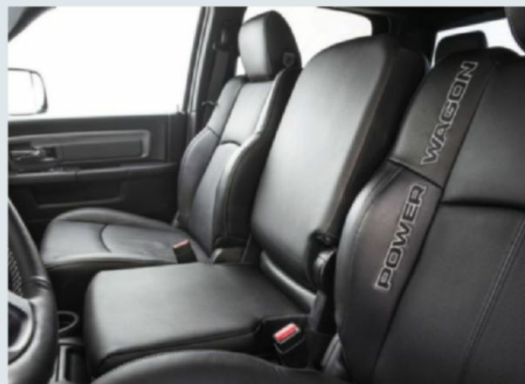
Back home in Los Angeles, with the story published and in my rearview mirror, I kept thinking

about that Power Wagon. Was it just a road trip love, or could the Ram Power Wagon really be the ultimate, be-all, end-all off-road pickup?

I'd be a really crappy journalist if I didn't attempt to find out—so please join me in welcoming this 2018 Ram 2500 Power Wagon to the *Motor Trend* Garage.



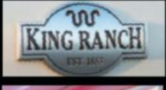





The Power Wagon was the winner of our TLH comparison because it was downright unstoppable in mud, sand, gravel, and dirt. Where we doubted the abilities of the other trucks, the Ram never gave us pause. Looking at its standard features list, it's pretty obvious why. Each Power Wagon starts life as a 2500 Heavy Duty Crew Cab, equipped with a 76-inch bed and four-wheel drive. Under the hood, the base 5.7-liter V-8 is swapped out for a 6.4-liter V-8 that makes 410 hp and 429 lb-ft of torque paired with a six-speed automatic. The Ram then gets a suspension lift with Bilstein shocks, beefed-up new axles featuring locking front and rear differentials and 4.10:1 gearing, and an electronic disconnecting front anti-roll bar to increase articulation—basically all the goodies the Jeep Wrangler Rubicon gets in a far larger package. It's rounded out with graphics, steel bumpers, and a winch rated for 12,000 pounds.

Power Wagons are available in a couple flavors—there's the Power Wagon package available for \$7,950 on the base Ram 2500 Tradesman, which nets you all the off-road hardware of the stand-alone model but with a spartan cabin and feature set that'll allow you to blend in just about anywhere. Then there's our truck. The dedicated Power Wagon model



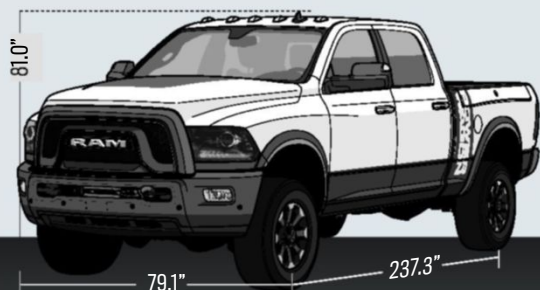
I'm loving the three-across front bench seat, even if occupants don't have legroom.



AUDI A4	DODGE DURANGO	FORD F-250 SUPER DUTY	UPDATE HONDA CR-V AWD TOURING	UPDATE HONDA CR-V LX FWD	INFINITI Q60S	JAGUAR F-PACE	
							
JEEP RENEGADE	KIA NIRO	KIA STINGER UPDATE	LAND ROVER RANGE ROVER VELAR	MAZDA CX-5	MAZDA CX-9	RAM 2500 HEAVY DUTY POWER WAGON ARRIVAL	SUBARU CROSSTREK
							

RIDE ALONG FOR UPDATES ON OUR LONG-TERM FLEET

SPECS 2018 Ram 2500 Heavy Duty Power Wagon



CO2 emissions N/A

MT figure eight

29.8 sec @ 0.54 g (avg)*

8.7 sec*
0-60 mph

16.6 sec @ 84.4 mph*
Quarter mile

145 ft*
Braking distance, 60-0 mph

Vehicle Layout Front-engine, 4WD, 6-pass, 4-door truck
Engine 6.4L/410-hp/429-lb-ft OHV 16-valve V-8
Transmission 6-speed automatic
Lateral Acceleration 0.70 g (avg)* **Curb Weight (F/R Dist)** 7,400 lb*
Energy Cons. City/Hwy Not rated

* Estimated

gets '70s-inspired graphics and a grille that it shares with the Ram 1500 Rebel, cloth bench seats front and rear with a tire tread pattern, projector head-lamps with LED markers, and clearance lamps for a starting price of \$53,690.

We added a fair amount of options. The most expensive is the Leather and Luxury package, which for \$4,995 adds power leather upholstered bench seats, heated and cooled front outboard seats, a heated steering wheel, Uconnect infotainment with navigation and Apple CarPlay and Android Auto compatibility, front and rear parking sensors, and power-folding mirrors—the latter two will be incredibly useful when parking in L.A. Some other select options on our Power Wagon include the ever-useful RamBox (\$1,295), a spray-in bedliner (\$495), and power-adjustable pedals with memory (\$195) for our shorter staffers. Total price out the door for our 2500 Power Wagon is \$63,280.

In the month since the Power Wagon arrived in our garage, it's already seen a fair amount of action, including an off-road expedition in the San Francisco volcanic field near Flagstaff, Arizona. Clearly, love back home is going to have its ups and downs, but I'm excited to see where this roller-coaster takes us.



Front and rear steel bumpers ought to protect the Power Wagon both on the trail and in Los Angeles.



2018 Honda CR-V LX Miguel Cortina



"Our Honda CR-V LX is only 0.2 second behind the more powerful 1.5L turbo in the 0-60 test."

Service life / 2 mo/2,557 mi
Avg CO2 / 0.80 lb/mi
Energy cons / 140 kW-hr/100 mi
Unresolved problems / None
Maintenance cost / \$0
Normal-wear cost / \$0
Base price / \$25,125
As-tested / \$25,125

Our Honda CR-V LX has been with us for about two months now, and we've finally taken it to the track. I also had the chance to drive the CR-V with the 1.5-liter turbo engine the same day as my CR-V with the base 184-hp 2.4-liter engine, and I noticed very similar driving dynamics.

Both CR-Vs accelerate smoothly off the line, providing decent power to the wheels. The CVT revs quickly and is a little noisy on the LX, but the power is quickly felt inside the cabin. Our LX went from 0 to 60 mph in 7.7 seconds; that's only 0.2 second behind our long-term 1.5-liter CR-V. To be fair, the Touring model we tested was equipped with AWD and better finishes than our bare-bones FWD LX, having a weight difference of 197 pounds.

The 2018 CR-V LX is also 1.2 seconds quicker to 60 than our previous long-term 2015 CR-V AWD, which we also named SUV of the Year. (It carried the same 2.4-liter engine as our 2018 LX.) When we had our long-term 2012 CR-V FWD (pre-refresh), we got from 0 to 60 mph in 8.7 seconds. That model was equipped



The engine in the base-model Honda CR-V makes a solid 184 hp.



AVG FUEL ECON 24.4 MPG



with the 2.4-liter engine producing 185 hp and 163 lb-ft of torque mated to a five-speed automatic. That's a noticeable amount of progress in just a few years, and that's one of the reasons the 2.4-liter is still alive despite its age.

On the street, we've noted some vibrations when driving on poorly maintained pavement, and the noise that comes into the cabin can be a little too much. The tire and wind noise in the cabin definitely makes us miss the sound-deadening materials found on higher-end trim levels. The steering feels light, and even with front-wheel drive, the CR-V feels planted on the corners.

Noise aside, so far we're pretty happy with the way the CR-V LX drives in the city and on highways. Usually, the base model means sacrifice. But our initial look shows there is good value here.

UPDATE



FAULT: Exterior lower door trim piece



STANDOUT: Capless gas filler



STANDOUT: Gearshift lever detents

2017 Honda CR-V AWD Touring Brian Vance



"The hands-free tailgate rarely works when I wave my foot under the bumper. I've tried different methods, but I can't figure out how to make it operate every time."

Service life / 10 mo/17,821 mi
Avg CO2 / 0.68 lb/mi
Energy cons / 120 kW-hr/100 mi
Unresolved problems / None
Maintenance cost / \$417.60 (2-oil change, inspection; 1-tire rotation, air filter, in-cabin air filter, differential service)
Normal-wear cost / \$0 **Base price** / \$34,595
As-tested / \$34,595



AVERAGE FUEL ECON 28.4 MPG

We're closing in on a year with the top-line Honda CR-V Touring. Here's a quick rundown of small things that stand out, plus a couple that don't.

THE STANDOUTS:

Capless gas filler Time and time again, I am relieved and delighted to open the fuel filler door and find a capless fuel filler. Not only does this make filling up easier and faster, but it also means I never forget to put the cap back on.

Two options for lowering the rear seats Some SUVs allow you to lower the seats from the second row, and others let you do it from the cargo area,

but Honda gives you both options. In the cargo area, the levers are easy to reach and activate by pulling handles on either side of the interior wall. From the second row, the seats lower via a lever mounted on the outboard side of the headrest.

Removable cargo floor The cargo floor is made up of a square-shaped, lightweight carpeted false floor. Using the pull loop, the piece is easy to remove for wiping and vacuuming.

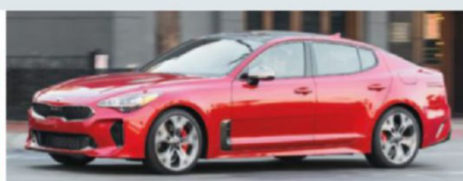
2.5-amp USB outlets USB slots are commonplace in most new cars, but in addition to two slots for the front seat, Honda offers two USB slots in the back

seat, both of which flow 2.5 amps of electricity into your mobile device, charging significantly faster than the more common 1.0- or 1.5-amp USB slots.
Gearshift lever detents When acceleration is needed for merging or passing or just getting somewhere more quickly, the best way to achieve this is to drop the gearshift lever down two detents into "L." This gears down the CVT and spools up the engine for more power at the foot.

THE FAULTS:

Single-piece rear floormat I like to remove floormats for cleaning and vacuuming. This floormat, although easy to remove, is unwieldy once you get it out of the vehicle, and it's too long to easily shake off accumulated dirt.

Exterior lower door trim piece Although it contributes to the CR-V's attractive curb appeal, the exterior door trim piece on the front and rear doors is susceptible to curb catching when you park on a street. It becomes even more vulnerable when the CR-V is weighted down with people, lowering the trim closer to the curb.



Lubrication saved the day with squeaky window frames, and an earlier Kia bulletin identified a potential rattle from the hatchback, which was addressed during our visit.

2018 Kia Stinger GT Alex Nishimoto



"After visiting two dealerships, I wonder how impressed new owners will be with the experience after plunking down \$50K."

Service life / 5 mo/8,435 mi
Avg CO2 / 0.97 lb/mi
Energy cons / 169 kW-hr/100 mi
Unresolved problems / None
Maintenance cost / \$83.57 (oil change, inspection, tire rotation)
Normal-wear cost / \$0
Base price / \$50,100 **As-tested** / \$50,100



AVG FUEL ECON 19.9 MPG

Over the past couple of months, the Stinger developed an intermittent noise coming from the window frames. You'd always hear a creaking sound when turning into a driveway, but some days the windows would squeak constantly above 35 mph. Because I had to head into the dealer anyway for a technical service bulletin dealing with the hatch, I made an appointment to get the noise checked out, as well.

Luckily, the windows were extra squeaky the day I took the Stinger in; the service adviser heard the

noise right away. He estimated the service, including the tailgate job, would take four hours. Sensing my surprise, he told me it was because there was only one Stinger specialist, and he wasn't in yet. I thought it was strange that the dealer website would let me schedule service for a Stinger before the Stinger specialist was on duty, but I handed over the keys and headed to the waiting room.

Despite the four-hour quote for the service, the service writer retrieved me after an hour and asked me to take a test ride with the technician. On a quick spin through the lot and on the road, I didn't hear the noise once. He explained that my window seals were dry and needed to be lubricated. Asked whether this was a common problem on the Stinger, the tech said mine was the first he'd come across. The Stinger went on sale in December 2017, and they don't sell in great volume (5,298 units have been sold through April), so techs are still learning the car and its quirks.

One thing Kia learned pretty early on was that the hatch can rattle due to ill-fitting rubber overslam bumpers. The service bulletin I was there for addressed that with new pads and washers. A rattle originating from the cargo area was a common complaint about the Stinger during Car of the Year testing, but I never heard the noise in our long-term. Still, it's nice to have that potential issue nipped in the bud. My car was ready in just two hours, rather than four, and both jobs were performed free of charge.

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2017 Hyundai Tucson Limited AWD Stefan Ogbac



"The 2017 Tucson has a lot of positives, but its transmission is hard to overlook in stop-and-go traffic."

Our long-term 2017 Hyundai Tucson has been with us for a year, and its departure is here. During its time with us, the turbocharged crossover served mainly as a commuter car, but it's also done multiple trips out of the City of Angels, to beautiful Palm Springs, Northern California, and Texas. Our bright orange Tucson was a reliable companion, faithfully taking us to work or play; however, it wasn't without its quirks.

Our Tucson spent time with two chaperones: Former digital director Chris Clonts had it for the first half, and I took over for the second. Most of the staff found the Tucson to be a comfortable daily driver with supportive seats and a reasonably large cargo area for hauling groceries and luggage. Associate

Service life / 13 mo / 22,096 mi
Base price / \$32,070
Options / Carpeted floor mats (\$125)
Price as tested / \$32,195
Problem areas / None
Maintenance cost / \$389.88 (3-oil change, inspection; 1-tire rotation, air filter, in-cabin air filter) **Normal-wear cost** / \$0
3-year residual value* / \$22,200
Recalls / None

AVG ECON/CO2
24.0 MPG/0.81 LB/MI

*IntelliChoice data; assumes 42,000 miles at the end of three years



online editor Michael Cantu and web producer Erika Pizano took the Tucson out on road trips, and they both found it cozy for long drives. Pizano also noted after her trip to Yosemite National Park that three people and their gear will easily fit in the Tucson. Between commuting and road trips, staffers who drove the Tucson found that it rode enjoyably even with the 19-inch alloy wheels that come standard on the Limited trim.

There weren't many complaints about the Tucson's driving experience when traffic flows smoothly. But when you find yourself in stop-and-go traffic, things start to get awkward due to the tuning of the seven-speed dual-clutch automatic transmission, which has a tendency to hold the highest gear it can get away with even in gridlock, causing it to feel like it's going to stall. You also notice the transmission getting confused and hunting through gears in heavy traffic. All is not lost, though. The 175-horsepower 1.6-liter turbo-four produces 195 lb-ft of torque at low revs, so the transmission rarely needs to downshift to get you some passing power. The engine itself is smooth and has plenty of pep for the average consumer, though throttle response can be sluggish.



Our long-term Hyundai Tucson featured a solid interior. Our only real criticism is the solitary USB charge point.





2017 Hyundai Tucson Limited AWD POWERTRAIN/CHASSIS

DRIVETRAIN LAYOUT	Front-engine, AWD
ENGINE TYPE	Turbocharged I-4, alum block/head
VALVETRAIN	DOHC, 4 valves/cyl
DISPLACEMENT	97.1 cu in/1,591cc
COMPRESSION RATIO	10.1:1
POWER (SAE NET)	175 hp @ 5,500 rpm
TORQUE (SAE NET)	195 lb-ft @ 1,500 rpm
REDLINE	6,500 rpm
WEIGHT TO POWER	20.5 lb/hp
TRANSMISSION	7-speed twin-clutch auto
AXLE/FINAL-DRIVE RATIO	4.88:1 (1st, 2nd, 4th, 5th); 3.58:1 (3rd, 6th, 7th, R)/2.58:1
SUSPENSION, FRONT; REAR	Struts, coil springs, anti-roll bar; multilink, coil springs, anti-roll bar
STEERING RATIO	14.4:1
URNS LOCK TO LOCK	2.7
BRAKES, F; R	12.0-in vented disc; 11.9-in disc, ABS
WHEELS	7.5 x 19-in cast aluminum
TIRES	245/45R19 98H M+S Hankook Kinergy GT

DIMENSIONS	
WHEELBASE	105.1 in
TRACK, F/R	63.1/63.6 in
LENGTH X WIDTH X HEIGHT	176.2 x 72.8 x 64.8 in
GROUND CLEARANCE	6.4 in
APPROCH/DEPART ANGLE	17.2/23.9 deg
TURNING CIRCLE	34.9 ft
CURB WEIGHT	3,586 lb
WEIGHT DIST, F/R	58/42%
TOWING CAPACITY	1,500 lb
SEATING CAPACITY	5
HEADROOM, F/R	39.6/39.2 in
LEGROOM, F/R	41.5/38.2 in
SHOULDER ROOM, F/R	57.1/55.1 in
CARGO VOLUME BEH F/R	61.9/31.0 cu ft

TEST DATA	
ACCELERATION TO MPH	
0-30	2.8 sec
0-40	4.1
0-50	5.9
0-60	7.9
0-70	10.6
0-80	14.0
PASSING, 45-65 MPH	4.1
QUARTER MILE	16.2 sec @ 85.5 mph
BRAKING, 60-0 MPH	120 ft
LATERAL ACCELERATION	0.83 g (avg)
MT FIGURE EIGHT	27.1 sec @ 0.64 g (avg)
TOP-GEAR REVS @ 60 MPH	1,850 rpm

CONSUMER INFO	
BASE PRICE	\$32,070
PRICE AS TESTED	\$32,195
STABILITY/TRACTION CONTROL	Yes/Yes
AIRBAGS	6: Dual front, front side, f/r curtain
BASIC WARRANTY	5 years/60,000 miles
POWERTRAIN WARRANTY	10 years/100,000 miles
ROADSIDE ASSISTANCE	5 years/unlimited miles
FUEL CAPACITY	16.4 gal
REAL MPG, CITY/HWY/COMB	24.9/32.9/28.0 mpg
EPA CITY/HWY/COMB ECON	24/28/25 mpg
ENERGY CONS, CITY/HWY	140/120 kW-hr/100 miles
CO2 EMISSIONS, COMB	0.76 lb/mile
RECOMMENDED FUEL	Unleaded regular

Transmission aside, the Tucson was easy to live with. Kudos to Hyundai for providing an easy-to-use, stress-free multimedia system and center stack controls. The learning curve isn't steep; it only takes a few seconds to figure out how everything works. Our long-term also came with the larger 8.0-inch touchscreen, which was responsive and had a logical icon layout. Android Auto and Apple CarPlay are also well integrated, so it's easy to have Google or Siri take over multimedia duties or access apps such as Waze and Spotify. The only downside that I can note about the infotainment system is that it only has a single USB port. Cross-overs should have at least two, considering they're designed as people haulers and most people can't live without their phones these days.

We serviced the Tucson three times during its stay with us. We spent a total of \$389.88 on maintenance, which included three oil changes, one cabin air filter, and one oil filter replacement. Overall, that wasn't too bad but was more than the maintenance costs of our last long-term Honda CR-V and Mazda CX-5, at \$349.50 and \$320.37, respectively. However, our long-departed 2014 Nissan Rogue

SL was more expensive to service at \$648.61 while covering similar mileage.

Near the end of our loan period, Hyundai introduced the refreshed 2019 Tucson. In the update, the 1.6-liter turbocharged I-4 and seven-speed dual-clutch automatic have been replaced with a 181-hp 2.4-liter I-4 paired to a conventional six-speed automatic. The 2019 Tucson gets revisions inside and out; among the additions are full LED headlights, adaptive cruise control, and a 360-degree camera, features that were not available on this model. There are also two additional USB ports, so you don't need to compromise passenger charging in favor of CarPlay usage.

During its time with us, the 2017 Hyundai Tucson proved to be reliable; we never had a major issue. The interior still feels solid, and there are no squeaks or rattles to report after roughly 22,000 hard miles on the odometer. The infotainment system still works as well as it did when the Tucson first arrived, and the leather seats show little sign of wear even after serving as a photo support vehicle a number of times.

With the refreshed model's arrival, we're interested to see how its more conventional powertrain improves refinement and whether the added tech features make it a stronger proposition. As for the 2018 and earlier model, though, its clunky transmission makes it difficult to recommend if your typical routine includes much stop-and-go driving. If the Tucson's strengths nonetheless appeal to you, consider waiting for the refreshed model or opt for the less powerful (and slower) models equipped with the base 164-horsepower 2.0-liter I-4. ■





2017 Mercedes-Benz GLC300 Christian Seabaugh



"The GLC wasn't the most exciting vehicle in our fleet, but there's something to be said for the many coddled commutes it provided."

An important part of our Of The Year testing comes *after* the Golden Calipers have been handed out and the dust of our awards show has settled—a yearlong test of our victor. Although our Of The Year competition is the ultimate crucible for determining which vehicle is most worthy of the honor, our long-term test in the year that follows is an important part of validating our results. When our metallic brown 2017 Mercedes-Benz GLC300 4Matic was delivered to us last May after its 2017 SUV of the Year win, the pressure was on—could it live up to the award?

A quick refresher as to why the GLC-Class earned its 2017 SUV of the Year nod, from senior features editor Jonny Lieberman: "The GLC isn't the sexiest choice for SUV of the Year, but it's without hesitation

Service life / 12 mo/19,975 mi
Base price / \$42,075
Options / Premium Package (\$3,600: SiriusXM Radio, Keyless-Go, blind-spot assist, navigation, ambient lighting, illuminated door sill panels); Panoramic roof (\$1,480); LED headlamps (\$850); Burmester sound system (\$850); Dakota Brown metallic paint (\$720); Heated front seats (\$580)
Price as tested / \$50,405
Problem areas / None
Maintenance cost / \$1,000.43 (2-oil change, inspection; 1-air filter, in-cabin air filter, brake fluid flush)
Normal-wear cost / \$107.12 (windshield wipers)
3-year residual value* / \$38,600
Recalls / None

AVG ECON/CO2
 23.7 MPG/0.82 LB/MI

*IntelliChoice data; assumes 42,000 miles at the end of three years

With so many of its rivals reverting to touch controls, the Mercedes-Benz GLC's buttons and knobs are quite welcome.



the smartest. The design is solid, the interior is first-class, the engineering is as good as small SUVs get, and the value proposition is strong ... and despite surprising all of us with its power output, displacing just 2.0 liters means that the engine is also scarily efficient."

Our modestly equipped GLC300 4Matic was an exceptional member of the *MT* Garage. It often served the thankless job of shuttling me to and from the office every day, and the GLC's serene cabin proved a welcome respite from the chaos of Los Angeles' notorious rush-hour traffic. As we found during our SUVOTY testing, the Mercedes' 241-hp 2.0-liter turbocharged I-4 proved to be both powerful enough to confidently shoot the gap in traffic and efficient enough to return an impressive 23.7 mpg during its stay with us. The GLC's nine-speed automatic was pretty nice, too. Despite a few editors' complaints about delayed downshifts when stomping on the throttle to pass slow-moving traffic, the GLC generally was always in the right gear.

Rex lounges in front of one of two rear A/C vents while enjoying the Burmester audio system.



The GLC300 4Matic was an exceptional member of our garage.

Although much of the GLC's time in our garage was spent tooling around Los Angeles, it also proved itself as a long-haul family cruiser and as a capable member of the *Motor Trend* team supporting last year's Best Driver's Car and SUV of the Year competitions.

As a family car, the GLC300 really excels. My, uh, untraditional family—a 50/50 split between human and canine—has very different needs in a car. The human half of my family found the front seats to be comfortable and supportive over the multiple long road trips we took, and we especially liked the heated seats and killer Burmester audio system. The two canine members of our clan appreciated the wide-opening rear doors with windows that drop all the way down, the flat rear bench seat (which provides excellent visibility), and two independent rear air-conditioning vents. All occupants, both human and dog, liked the expansive trunk, which handled everything from a moving day to Ikea runs with ease.

One of the things we liked most about the GLC when we named it SUV of the Year was the relative value it brought to the compact luxury crossover segment. Where many luxury automakers nickel and dime you for options that should come standard, the GLC300 4Matic comes well equipped from the factory at its \$42,075 starting price. As such, we were pretty stingy with the options. We added the Premium package (\$3,600 for keyless entry and start, blind-spot monitoring, navigation, and ambient lighting), panoramic roof (\$1,480), LED headlights (\$850), Burmester sound system (\$850), brown paint (\$720), and heated seats (\$580). Total sticker for our all-wheel-drive GLC300 was \$50,405.

In hindsight, we could have lived without the panoramic sunroof and put it toward the \$3,150 Premium Driver Assistance package, which

includes radar cruise control and lane keep assist, among other options. It's a pricey package, but the convenience factor of a driver-assist suite makes it worthwhile, in my opinion. Although it was only made available beginning with the 2018 model year, we would also add the Smartphone Integration package for \$350, as it would add Apple CarPlay and Android Auto functionality.

Over its 12 months with us, our 2017 GLC300 4Matic was largely trouble-free. Early on in its stay, the retractable cargo cover stopped retracting. It was replaced under warranty after a week's wait for the new cover to come in from Germany. Near the end of its time with us, two other minor issues popped up: The rear portion of the panoramic roof's sunshade wouldn't close fully, and the GLC's automatic wipers stopped functioning. The former issue took the GLC out of service for more than two weeks as our local Mercedes dealer (allegedly) was waiting on parts from Germany, and the latter issue was solved with a software reflash.

Our GLC had two regularly scheduled visits to the dealer over the past year for service. The total cost for the two oil changes, inspections, new air filters for the engine and cabin, and brake fluid flush was \$1,000.43. Our long-term 2017 Jaguar F-Pace 35t R Sport, one of the many GLC alternatives, has a five-year/60,000-mile complimentary service and maintenance program (though some argue that's baked into the purchase price).

Through 12 months and 20,000 miles, the 2017 Mercedes-Benz GLC300 4Matic has been an indispensable member of the *MT* Garage. Like we found at SUV of the Year, the GLC is quick, efficient, comfortable, and an exceptional value for the segment. The GLC may have had to fight hard to earn the Golden Calipers in the first place, but there's no doubt in my mind that its trophy won't tarnish in time. ■

2017 Mercedes-Benz GLC300 4Matic POWERTRAIN/CHASSIS

DRIVETRAIN LAYOUT	Front-engine, AWD
ENGINE TYPE	Turbocharged I-4, alum block/head
VALVETRAIN	DOHC, 4 valves/cyl
DISPLACEMENT	121.5 cu in/1,991cc
COMPRESSION RATIO	9.8:1
POWER (SAE NET)	241 hp @ 5,500 rpm
TORQUE (SAE NET)	273 lb-ft @ 1,300 rpm
REDLINE	6,300 rpm
WEIGHT TO POWER	16.6 lb/hp
TRANSMISSION	9-speed automatic
AXLE/FINAL-DRIVE RATIO	3.27:1/1.96:1
SUSPENSION, FRONT; REAR	Multilink, coil springs, adj shocks, anti-roll bar; multilink, coil springs, adj shocks, anti-roll bar
STEERING RATIO	16.2:1
URNS LOCK TO LOCK	2.2
BRAKES, F; R	13.5-in vented disc; 12.6-in vented disc, ABS
WHEELS	8.0 x 18-in cast aluminum
TIRES	235/60R18 103H (M+S) Pirelli Scorpion Verde

DIMENSIONS

WHEELBASE	113.1 in
TRACK, F/R	63.8/63.7 in
LENGTH X WIDTH X HEIGHT	183.3 x 74.4 x 64.5 in
GROUND CLEARANCE	5.9 in
APPROCH/DEPART ANGLE	28.0/23.0 deg
TURNING CIRCLE	38.7 ft
CURB WEIGHT	4,006 lb
WEIGHT DIST, F/R	53/47%
TOWING CAPACITY	3,500 lb
SEATING CAPACITY	5
HEADROOM, F/R	37.8/38.5 in
LEGROOM, F/R	40.8/37.3 in
SHOULDER ROOM, F/R	57.3/56.5 in
CARGO VOLUME, BEH F/R	56.5/19.4 cu ft

TEST DATA

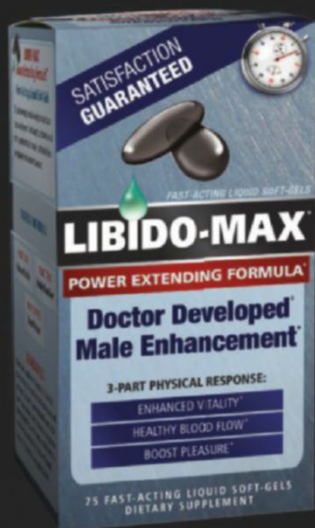
ACCELERATION TO MPH	
0-30	2.1 sec
0-40	3.4
0-50	5.0
0-60	6.9
0-70	9.1
0-80	11.9
0-90	15.4
0-100	19.6
PASSING, 45-65 MPH	3.8
QUARTER MILE	15.2 sec @ 89.6 mph
BRAKING, 60-0 MPH	126 ft
LATERAL ACCELERATION	0.80 g (avg)
MT FIGURE EIGHT	27.3 sec @ 0.65 g (avg)
TOP-GEAR REVS @ 60 MPH	1,400 rpm

CONSUMER INFO

BASE PRICE	\$42,075
PRICE AS TESTED	\$50,405
STABILITY/TRACTION CONTROL	Yes/Yes
AIRBAGS	9: Dual front, f/r side, f/r curtain, driver knee
BASIC WARRANTY	4 years/50,000 miles
POWERTRAIN WARRANTY	4 years/50,000 miles
ROADSIDE ASSISTANCE	4 years/50,000 miles
FUEL CAPACITY	19.3 gal
REAL MPG, CITY/HWY/COMB	19.2/29.3/22.7 mpg
EPA CITY/HWY/COMB ECON	21/28/24 mpg
ENERGY CONS, CITY/HWY	160/120 kW-hr/100 miles
CO2 EMISSIONS, COMB	0.82 lb/mile
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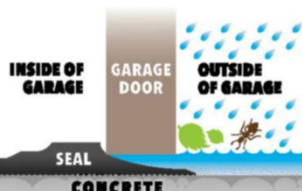


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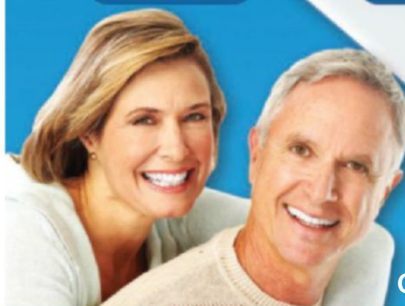
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The Big Picture

CHECK ENGINE A GLOBALIZED INDUSTRY COLLIDES WITH NATIONAL POLITICS



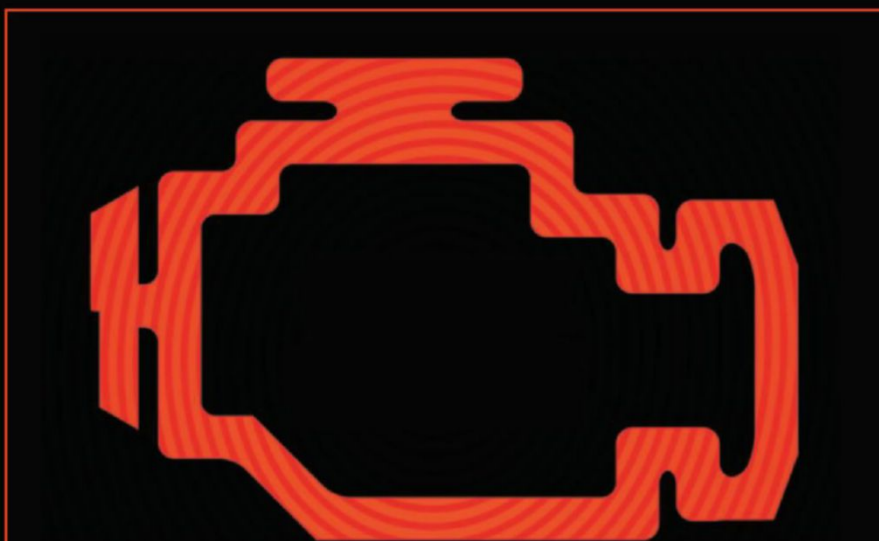
 Sergio Marchionne told it like it was. Shortly before his death I asked the FCA CEO whether Donald Trump's trade wars and Britain's turmoil over Brexit—its departure from the European Union, one of the world's largest trade blocs—posed a threat to his company's business. He paused a moment, then powered ahead: "These are strange times," he agreed. "We have never been here before."

Indeed. Globalists are out. Economic nationalists are in. It's a bad time to be running an automaker. With everything from the smallest part to complete vehicles streaming ceaselessly across borders from factories all over the planet, the auto industry is the globalists' poster child. It generates billions in revenue, employs millions, and offers consumers an unprecedented choice. But not everyone believes that's a good thing.

"Build them here!" tweeted President Donald Trump as he threatened tariffs on imported cars and castigated Harley-Davidson for plans to move some motorcycle production out of the U.S. to avoid retaliatory taxes from the European Union. "F**k business," former British Foreign Secretary Boris Johnson reportedly said after BMW warned that, without a guarantee of tariff-free movement of cars and parts across Britain's border, Brexit would threaten the viability of its U.K. manufacturing operations.

What alarms auto industry executives is these strident voices are not coming from a radical left-wing fringe but from politicians belonging to parties they have long regarded as business-friendly. However, those parties are now in thrall to voters angered by wage stagnation and declines in social services—voters for whom life in the globalized economy has not improved their personal pocketbooks. The awkward problem for the auto industry is those voters have a point.

Research by the Hamilton Project at the Brookings Institution has revealed that, adjusted for inflation, worker wages in the U.S. have only grown by 10 percent since 1973. Over the same period, the inflation-adjusted price of a base Mustang has increased more than 60 percent. It's a similar story in Britain, where a base Ford Mondeo costs 50 percent more than the inflation-adjusted price of a 1973 Ford Cortina. Of course, today's Mustangs and Mondeos are in every way far better cars



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than their predecessors. But for average wage earners, they're not as good a deal as they used to be.

Anti-globalization rhetoric is seductive. "All we want to do is be able to sell as many Fords into Germany as they sell BMWs here," said Peter Navarro, one of Trump's key trade advisers.

That's oversimplifying things a bit. Yes, last year BMW sold more vehicles in the U.S. than Ford sold in Germany—305,685 versus 246,589. And Navarro correctly points out that American-made cars shipped to the European Union are taxed at a higher rate than European cars shipped to the U.S. But the auto industry's globalist business model punctures the economic nationalist argument that fixing the tariff imbalance will create more jobs for highly paid American workers: Apart from the Mustang, none of the 14 other Ford models sold in Germany is actually made in the U.S. (In case you're wondering, Germans last year bought 5,742 Mustangs, more than anyone else in Europe.)

Today's globalized auto industry is not

a zero-sum game. When Trump blasted European automakers, he ignored the fact that they already employ more than 50,000 American workers who build more than 800,000 vehicles a year—in America. BMW's largest factory in the world is located in South Carolina, used for vehicles sold in America and exported elsewhere.

When Navarro huffed "smoke and mirrors" after GM boss Mary Barra bluntly warned protectionist tariffs would shrink the company's U.S. operations, he overlooked the fact that GM now sells more vehicles in China than anywhere else in the world.

Automakers are in for a rough ride as they deal with collateral damage from Trumpism and Brexit. "It's going to cost us in capital, and we are going to become less efficient as we try and get out of this mess," Marchionne said.

In short, start saving. Tariffs are a tax, and the cost will be passed on to the consumer. Toyota, for example, has said the price of a typical Camry will jump by about \$1,800. Your next new car, truck, or SUV isn't going to be more affordable. No matter where it's made. ■

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